

Motor Cycle
26 JUNE 1958 NINEPENCE

625.6

THE MOTOR CYCLE

SPECIAL
500-MILE
RACE
REPORT

OUNDED 1903 LARGEST NET SALE IN THE WORLD

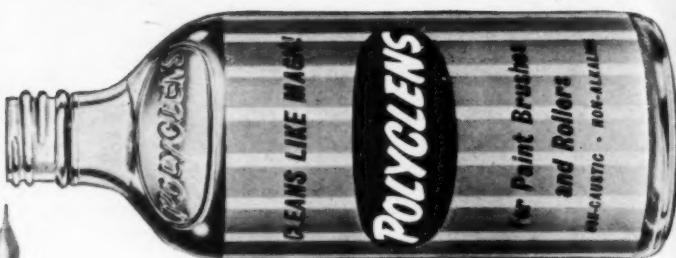
625.6

by

BSA *The most popular motor cycle in the world*

Send P.C. for Catalogue to: B.S.A. MOTOR CYCLES LTD., 47 ARMOURY RD., BIRMINGHAM 11

ALL YOU NEED!



for a bright **SPARKLING** machine



JUST ADD

POLYCLENS

TO WATER

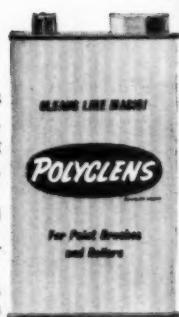
POLYCLENS makes grease and oil soluble in water. It cleans like *MAGIC*—shifts greasy dirt, thick oil, engine grease and mud without hard rubbing. POLYCLENS and water leaves chrome and enamel brilliant and gleaming. A tablespoonful to a gallon of water gives you 10 washes from one bottle — only 3d. a wash. No need to wash down again or leather over. Rub a few drops of POLYCLENS on your hands

to rinse off greasy dirt. Don't use POLYCLENS on plastic materials, perspex windshields, etc. **TAR REMOVAL.** Neat POLYCLENS on a rag removes tar splashes without hard rubbing.

2/6
A BOTTLE

ALSO AVAILABLE IN
1 GALLON CANS — 16/-

Insist on POLYCLENS and POLYSTrippa
at your Garage or any branch of Halfords



"EASY PAY" TERMS ON ORDERS OF £5 & OVER-SEND US YOUR ENQUIRY-QUOTES PER RETURN

WIDE RANGE TO CHOOSE FROM.
CASH OR "EASY PAY."

	Cash	Deposit 6 monthly
Nomberita	£3 19 6	
Viscount	£3 18 11	20/- 19/3
Duplex	£3 14 9	20/- 22/1
GENT'S COATS		
Viscount	£3 18 11	20/- 19/3
Duplex	£3 18 6	20/- 22/1
Premier	£3 18 0	20/- 22/1
Yallage	£3 17 9	20/- 22/1
Ironhyde	£3 17 6	20/- 23/-
Ironhyde detach.	£7 15 0	20/- 25/11
lining	£7 15 0	20/- 25/11
Chapman	£10 10 10	20/- 36/5
McLeod	£10 10 10	20/- 36/5
Supremo	£10 15 0	20/- 37/5

BELSTAFF OR ARMADRAKE. CASH
OR "EASY PAY"

	Cash	Deposit 6 monthly
Scooterjak	£3 6 0	
Lincoln	£3 19 11	20/- 15/4
Speed Queen	£3 6 6	20/- 16/9
Black Prince	£3 13 6	20/- 21/6
Ace for lined	£3 6 0	20/- 29/0
GENT'S SUITS		
Plastique	£3 15	
Continental	£3 19 6	20/- 15/4
Iron Duke	£3 10 0	20/- 21/1
Black Prince	£3 12 6	20/- 21/6
Ace for lined	£3 15 0	20/- 29/0
Iron Duke quilted	£3 19 6	20/- 30/6
Black Prince	£3 5 0	20/- 31/8
fur lined	£10 2 6	20/- 34/11



RACING LEATHERS

A.C.U. Approved.	As used by the
Made to measure in top quality	Champions for years.
hides. Padded shoulders, thighs,	etc. Send for self measurement
form.	
Cash	Deposit 8 monthly
£22 10 0	60/- 56/5
2-piece horsehide	£29 15 0 130/- 69/9
1-piece leather	£23 15 0 60/- 59/8
1-piece horsehide	£30 17 0 124/- 72/10

EXPERT REPAIR SERVICE

All work done in re-designed works by fully experienced mechanician.

8-HOUR SERVICE

Brakes refined 1/8 per shoe, plus linings. Cylinders re-bored 12/6, plus piston cost. Big ends fitted 20/-, plus cost big end.

48-HOUR SERVICE

Example BSA, C10 and C11. Bore, supply and fit new piston, new valves and guides, new gaskets, and new cylinder, carburetors, etc. £5.10.0

All repairs undertaken, total charge £5.10.0

Insurance claims handled.

PANNIER FRAMES

Black with folding base, universal fitting, 27/6. Special for B.S.A. Bantam. Clip-on makers' colours 20/9. Ditto with carrier 30/-. Tubular quickly detachable with fittings for individual machines 39/6. Carr. 3/6.

MOTOR-CYCLE LUGGAGE CARRIERS

F. & P. 2/6.
Enamel 45/- 76/-
Chrome 35/- 67/-
Special model fits Midland Pannier Unit

JAGROSE SILENCERS

Post & Packing 1/6
1½in. chrome 11/8
All sizes ex. heavy 17/6
Suitable for Triumph 23/6
Megaphone shape 18/6

HEAVY DUTY BATTERIES

Fully guaranteed, ex. heavy plates, standard, 26/9

1 amp.

25/3. Post 1/6.

Carriers 6/8

1 amp. + vibration type 33/3. Post 1/6.

Carriers 6/8

H/B MIRRORS

Post & Packing 1/6
JAGROSE 4in. round, black & chrome 9/0

STADIUM 4in. ditto, convex chrome 17/0

JAGROSE Scooter, oblong 9/1

JAGROSE m/cycle, oblong 14/6

STADIUM m/cycle, oblong 18/6

Sackville, as Ibsa, silver 57/6

Sackville, chrome 107/6 F. & P. 2/6

VOKES DISTRIBUTION CERTIFIERS

For 19-50% more M.P.G. 14/6

State year & model when ordering.

Post 6d.

PERSPEX WINDSHIELDS

LONDON'S FINEST SELECTION

Jagrose Std.	25/-
Jagrose Giant	38/0
For Quickly	25/-
For Quickie	25/-
Mopeds	45/6
Monsoon Banzai	43/-
Phoenix Major	53/-
Phoenix Ultra	64/-
Cleavers	59/6
Phoenix	69/6
Conquest	81/6
Rapier	83/6
Unicorn	83/-
Golden Eagle	107/-
Phoenix Royal	112/6
Iron Twin	158/-

CASH OR EASY PAY TERMS. Send for order form.

Figg. & Carr. 10/6.

PANNIER BAGS

Strong New Converted Army Packs Pr. 22/6.

Black leatherette with stiff pr. 43/6

Ex. heavy green canvas pr. 59/6

Carr. 3/6.

TANK LUGGAGE GRIDS

Chromed plated, fits securely by strap and rubber backer. Carr. 12/-

Post 2/6.

GOGGLES

Post 1/6.

Vista 8/6

Mark VIII 12/6

Mayrowitz Laser 12/50

Luxor 14 to scooter's prescription 110/-

Post 2/6.

JAGROSE TYRE PRESSURE GAUGE

guaranteed 6/9

DUNLOP OR SCHRAEDER 8/6

Post 6d.

PILLION SEATS

Straight top Dunlopillo 19/0

Raised back, spring top 22/6

Post 1/6.

LIGHTING HARNESS

Headlamp, pane type 6/11

Tank panel type 8/11

Post 1/6.

LEGSHIELDS

JAGROSE lightweight 21/-

JAGROSE domed 25/-

JAGROSE ditto, curved foot 32/6

JAGROSE Q.M. 49/6

FATBOL for Mopeds 54/6

FATBOL for m/cycles 68/6

F. & P. 2/6

MOTORCYCLE CHAIN

1 1/8 in. 6/9 ft.

1 3/8 in. 5/8 ft.

1 3/16 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2 in. 1 ft.

1 1/4 in. 1 ft.

1 1/2



Safe and Stylish

Slazenger

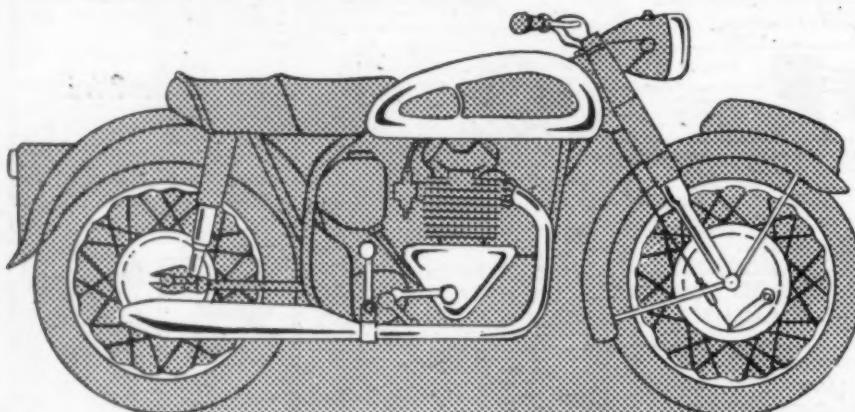
PROTECTIVE CLOTHING

Recommended by GEOFF DUKE, JOHN SURTEES and JACK BRETT—The Slazenger range of **HELMETS, SUITS, COATS, GAUNTLETS** and **MITTS** are made by craftsmen from the finest materials available. Designed to meet the exacting requirements of the motorcycling enthusiast and scooter rider, in a price range to suit every pocket and offering outstanding value for money!

OBTAIABLE FROM HALFORDS AND ALL LEADING ACCESSORY DEALERS

SLAZENGER - HORBURY - WAKEFIELD

THE SCIENTIFIC ANSWER TO CHROMIUM AND ALUMINIUM CORROSION



Solvol Autosol — the wonder polishing and cleaning paste that removes rust and corrosion and brings up chromium and aluminium gleaming like new. Handlebars, crankcases, mirrors and other accessories all look better after being polished with Solvol Autosol and what's more, they stay brighter — longer. Solvol Autosol leaves behind a *protective film* which seals off the pores of the metal against further damage, thus keeping your bike in tip-top condition. Used by real enthusiasts everywhere, Solvol Autosol costs only 4/6 per tube and will last the average motorcyclist a year or more. Obtainable from Halfords, Army and Navy Stores, Gamages, Garages and Accessory Shops.

SOLVOLENE LUBRICANTS LTD. 24, Reginald Square, London, S.E.8.

TIDEWAY 2241-2

BUY THE EASY WAY AT HALFORDS

CONTINENTAL SUIT

A good quality Scooter Suit tailored in black attractively grained P.V.C. fully lined. Electronically welded seams ensure complete protection against the heaviest downpours. Self-supporting trousers with ankle straps. Easily folds away in a small luggage space! Cash price £5.50 or Terms: £1.10 deposit and 26 weekly payments of 3s. 7d.

IRONHIDE COAT

The ideal garment for the motorcyclist who prefers the full length coat. Cut from strong black P.V.C. backed material and perfectly waterproof. Complete with winter-weight detachable lining and "tummy pad" ensuring a draught-free fit. Cash price £7.50 or Terms: £1.10 deposit and 26 weekly payments of 4s. 11d.

DUPLEX COAT

Heavyweight, chemically proofed fawn riding coat cut on the style of an ordinary mac. Rubber backed with waterproof seams, two large side pockets and map pocket. Complete with "tummy pad" and leg attachments.

Cash price £6.14.6

or Terms: £1.10 deposit and 26 weekly payments of 4s. 7d.

LADY'S SCOOTER CLOTHES

Scooterjacket Suit
The Lady's Scooter Suit tailored on popular lines. The jacket has a press-stud lancer type front and a belted waist. The well cut slacks have tapered legs and are zip fastening. Made of attractively grained fabricated black P.V.C. material, lightweight, warm and lasting.

Aviakit Safety Helmet

The popular model in black or white in all sizes. New B.S.I. approved pattern, with cork inner lining and weather-resistant outer-shell. Easy to clean neck curtain and Terylene reinforced chin-strap. Complete outfit. Suit and Helmet. Cash price £7.9.5 or Terms: £1.10 deposit and 26 weekly payments of 5s. 1d.

Caprice Suit

Made of high quality, waterproof, single-texture cashmere, in contrasting colour combinations. £4.7.6



BLACK PRINCE SUIT

Will keep you dry and warm in all weather—gale, rain or snow! Made of strong P.V.C. impregnated material with all seams double-welded and electronically sealed. The double-breasted jacket is fastened by zip and press studs and the bracer fastening trousers are complete with ankle straps. The choice of the all-weather enthusiast.

Cash price £6.12.6

or Terms: £1.10 deposit and 26 weekly payments of 4s. 7d.

PARACOM SUIT

Heavyweight fabric coated with a thick layer of Service Grey rubber. Affords complete protection. Adequately ventilated and fully lined. Adjustable fastening straps.

Cash price £7.17.6

or Terms: £1.10 deposit and 26 weekly payments of 5s. 5d.



Westlite Fairings

Come up to date with a popular fairing! Rigidly reinforced moulding finished with a high-gloss in makers' colours. Complete with fittings for all popular motor cycles.

Touring model.

Cash price £7.19.6

or Terms: £1.10 deposit and 26 weekly payments of 5s. 5d.



Scooter Screens

Kingfisher, full-width, aerodynamically designed, with cut-out visor for unimpaired vision. For Lambretta, Bella and pre '56 Vespa Scooters. 24in. high, 30in. wide, 1in. thick Perspex, with clear flexible apron.

Cash price £5.5.0

or Terms: £1.10 deposit and 26 weekly payments of 3s. 7d.



TYRES & TUBES

For Motor Cycles and Scooters. Aven, Dunlop or Firestone, all popular sizes available. 3.50 x 19 Cover and Tube.

Cash price £5.12.6

or Terms: £1.10 deposit and 26 weekly payments of 3s. 11d.

YOU'LL FIND A HALFORDS SHOP WHEREVER YOU GO!



175cc. SPORTS MODEL
£199.19.6 inc. P.T.
175cc. "EXTRA" MODEL
£217.19.5 inc. P.T.

GILERA
175

ONE OF THE
WORLD'S GREAT
MOTORCYCLES

The Gilera '175' is built with all the technical skill and knowledge that has brought Gilera eight absolute world championships and an outstanding reputation for motor cycle quality. With its Continental styling, vivid acceleration, superb road-holding and safe, powerful brakes the '175' is the machine for those who want THE BEST. It needs only the minimum maintenance to keep it in tip-top condition to give really dependable, carefree riding.

See the new 'EXTRA'
with its superb
'ROSSA' finish

POST THIS COUPON NOW!

Please send free illustrated catalogue of
Gilera "175" and name and address of
nearest agent.

NAME _____
ADDRESS _____

MOTOR IMPORTS COMPANY LTD.

158 STOCKWELL ROAD, LONDON, S.W.9 Phone BRIXTON 7807

Greater Safety Ahead



STANDARD
MODEL
In Black or
White—Size
6½-7½.

IN THE **NEW** 

CENTURION

SAFETY HELMET

Obtainable from your local
dealer and from Halfords
branches.

PATENT PULP MANUFACTURING CO. LTD.,
THETFORD NORFOLK

PRICE **50/6** WITH
PEAK
(including P.T.) 55/9



which way?

Now more than ever an intelligent choice of route is important to a motor-cyclist. The greatest help in this is the Ordnance Survey

Quarter Inch to One Mile map: full of detail, clearly readable, it includes all useful minor roads, physical features and many other details. This is the cross-country map par excellence.

ORDNANCE SURVEY MAPS

Key to the land of Britain

Published by the
ORDNANCE SURVEY, (Dept. L.2), CHESSINGTON, SURREY

TOOGOODS
OF BRISTOL
MOTOR CYCLE GARAGE



from

£25.14.3

or on our

REALLY EASY

TERMS



Special double door design to take a motor cycle and sidecar, three-wheeler car, invalid carriage, etc.

The finest motor cycle garage available.
Garages, Sheds, Huts, Poultry House, Greenhouse, Summerhouses, Extending Ladders, Ornamental Gates, Woven-Wood and Chain link Fencing, etc.

FREE delivery—England & Wales mainland.
SEND TODAY FOR OUR ILLUSTRATED CATALOGUE

TOOGOODS (Bristol) LTD.,
M. Dept. C21, Winterstoke Road, Bristol, 3

The puncture patch that's quickest to fix
COLD CURING — PERMANENT

A Cure-C-Cure outfit looks much the same as ordinary puncture repair packs but, oh boy! — you'll certainly appreciate the difference when you have to repair a puncture. Firstly, it's easier and simpler to use than old fashioned methods; secondly, when a Cure-C-Cure patch is affixed it's absolutely permanent — *blending in with the tube*; it cannot creep or slip and its unique tapered sealing edge can overlap existing patches. GET YOUR OUTFIT NOW — at all good motorcycle, cycle and accessory stores.

Still priced from only 1/6d!

ALL BRITISH
CURE-C-CURE
REGD TRADE MARK
WORLD PATENTS



Renowned for their strength and safety:

ROMAC
PRECISION
CABLES



ROMAC
products

for riders and drivers

ROMAC products are on sale at all good accessory, motorcycle, cycle and motor stores, and garages.

ROMAC INDUSTRIES LTD.

THE HYDE, LONDON, N.W.9. TELEPHONE: COLindale 6055-9

Petrols do differ

Of course they differ. A reputable company like Cleveland would not advertise the superiority of its leading grade year in, year out unless its claims could be fully substantiated by the test of experience. So don't be put off by all this talk about "not an atom to choose between them."

There is, you know.



For Superior Performance

Cleveland Discol is a very fine petrol to which ALCOHOL has been added. This means instant starting, more top-gear driving, better consumption and a carbon-free, clean engine. So become one of the very large number of motorists who are already confirmed Discol users — discriminating drivers all, who value the superior performance of Cleveland Discol and the many advantages that only an ALCOHOL

blend can give.

CLEVELAND is the registered trade mark of Cleveland Petroleum Company Limited and DISCOL is the registered trade mark of The Distillers Company Limited.

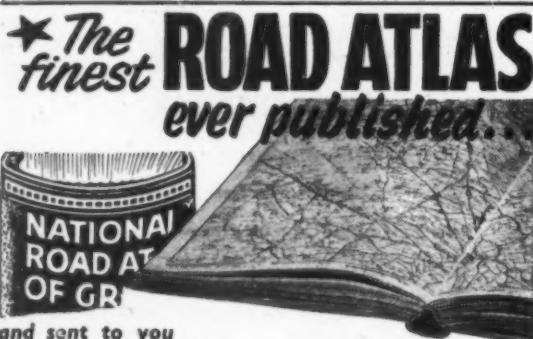


New colour scheme, silver polychromatic blue and dual colour tank.

The most outstanding Twin! The most Modern Design! No mudguard stays and, if you need it, 70 M.P.H. plus!



CYCLE & FITTINGS CO. LTD., Dept. 26
Aston Brook St., Birmingham, 6, England.



and sent to you
free on approval

**NATIONAL
ROAD ATLAS
of GT. BRITAIN**

Briefly: 324 pages of coloured maps, contour levels shown in colour. First class roads red, second class roads red and white. Min. Trans. numbers, minor roads, tracks, 24 Town Street plans, Special Map of London. Index 19,000 Places. U.K. coloured road map opens to 22 x 12in. Scale of 3 miles to 1 inch permits astonishing detail. This edition strictly limited. Send for your copy today. Orders handled in strict rotation.

Map lovers everywhere are praising this wonderful new edition of the NATIONAL ROAD ATLAS. 324 pages of beautifully coloured maps (3 miles to 1 inch) so detailed that even farms are marked by name. You will be proud to own this lovely book — and you can examine it FREE — and absolutely without obligation — see coupon below.

USE IT FREE for TEN DAYS

To: A. THOMAS & CO. (MR17). 25 Gloves Court, Preston, Lancs.
Send without obligation NAT.ROAD ATLAS
I will return in 10 days OR send 12/- deposit,
then 12/- one month later, OR send 22/- in full payment.

NAME ...

ADDRESS ...

SAVE: If cash sent now, 21/- only. Re-
funded if book returned.



There are no projections on the smooth shell of a Stadium helmet. That's why it glides on impact with less shock to the wearer. This extra safety feature is backed by the special insurance offered with every Stadium helmet.

VANGUARD
No. 256
61/-
inc. P.T.

Obtainable from all retailers including Halfords branches
STADIUM LTD., 30-36 Queensway, Ponders End, Enfield, Middlesex

better fit

WIPAC

... it has

WIPACITY

the capacity for longer life,
exceptional performance
and the highest standard
of workmanship.



TRICON DIP SWITCH
includes Horn Push
and Engine cut-out.
10/6

Obtainable through your Dealer and Halfords Branches.

THE WIPAC GROUP - BLETCHLEY - ENGLAND

The Motor Cyclist's Workshop

(6th Edition)

This popular book by Torrens of "The Motor Cycle" describes the best methods for every kind of repair job. It explains the correct use of tools and the methods of working which save time and trouble. No motor cyclist's kit is complete without a copy. 7½" x 5". 165pp. Illustrated. 5s. net. By post 5s. 8d.

Published for "The Motor Cycle"

From booksellers or from Iliffe & Sons Ltd.

Dorset House, Stamford Street, London, S.E.1

OVER TO
John Arlott



A batsman in form is like a fresh-lit pipe of St. Bruno . . . each is set for a long innings and there's a special flavour to both the batting and the smoking.

That's why I smoke St. Bruno. When I settle down to a pipe I want a slow-burning tobacco with a specially enjoyable flavour. And that's what you get with St. Bruno.



You're bound to like

S^T. BRUNO

The most popular flake of all

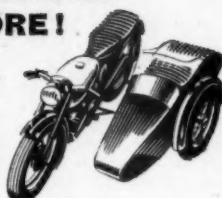
4/6 an ounce



TOUCH UP OR REPAINT

**—QUICKER AND EASIER
THAN EVER BEFORE!**

You can now treat your machine to the sparkling mirror-smooth brilliance of a Brushing Belco finish even more easily and quickly. The new Brushing Belco Primer Surfacer dries so fast that you can brush on your second coat *within an hour* of applying the first. And an hour or so later you can start smoothing down for your finishing coat of Belco brilliance!



BRILLIANCE STOPS RUST

Damaged or worn paint—even a scratch—means rust eating further and further into the metal and reducing the value of your machine. Touch up now, quickly and easily with Brushing Belco. There's nothing like it for providing a hard brilliant protection that *lasts!*

A BRILLIANT REPAINT FOR YOUR MACHINE

You'll make a wonderful job of it with Brushing Belco! Apply Brushing Belco quickly and freely with the least possible amount of brushing. *Don't* go back on your work trying to 'improve' it. Brushmarks disappear on their own, leaving a brilliant glass-smooth finish. There's a big range of colours to choose from. Follow the Belco instruction leaflet, step by step, and you'll turn out a job to be proud of!

Obtainable from HALFORDS branches
or your usual dealer



**BRUSHING BELCO
PRIMER SURFACER
AND
CELLULOSE BRUSHING
BELCO**

Isle of Man INTERNATIONAL SCOOTER RALLY

100% success for Villiers Engines in 24 hours regularity test

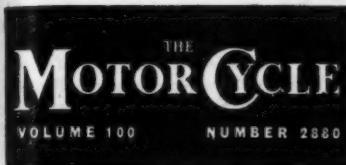
* 13 all-British scooters—all powered by Villiers engines—entered this 24 hour non-stop test over the gruelling Isle of Man T.T. Mountain course, AND EVERY ONE FINISHED.

*Congratulations to the manufacturers of
BOND · D.K.R. · BAMBI · PHOENIX · ALBATROSS
for achieving complete reliability*



**THE POWER AND THE
HEART OF A FINE MACHINE**

THE VILLIERS ENGINEERING CO. LTD · WOLVERHAMPTON



Largest Net Sale in the World

THURSDAY

26 June 1958

Editor
HARRY LOUISAssistant Editor
GEORGE WILSON

CONTENTS

Occasional Comments	804
ThruXton 500-Mile Race	806
Question and Answer	809
Read Test—496 c.c. Royal Enfield Meteor Minor de Luxe	810
On the Four Winds	813
Two-stroke Maintenance	814
Letters to the Editor	816
Competition Commentary	819
Over the Roman Wall	820
I.S.D.T. Team-selection Tests	822
Holiday Notes	826
General News	828
Club News	832
SPECIAL CUT-OUT	
Photographic Charts	827

Every Thursday 50th Year of Publication

Editorial, Publishing and Advertising Offices: Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Telephone: Waterloo 3333. Telegrams: Mocycle Sedit London. Annual Subscription: Home and Oversea, £2 15s. Canada and U.S.A., \$8. Second-class mail privileges authorized in New York, N.Y.

Branch Offices

COVENTRY: 8-10, Corporation Street. Telephone: Coventry 5210. BIRMINGHAM: King Edward House, New Street, 2. Telephone: Midland 7191. MANCHESTER: 260, Deansgate, 3. Telephone: Blackfriars 4412; Deansgate 3595. GLASGOW: 268, Renfield Street, C.2. Telephone: Central 1265.



This picture, looking north over Loch Lomond, was taken by a reader and home-processed throughout. He used 1/100th sec at f/11, a 2x green filter and FP3 film. Photographic charts for use by amateurs appear on page 827

Mallory Controversy

NON-STARTERS at the Mallory Park road-race meeting earlier this month included three top riders—Geoff Duke, Bob McIntyre and John Surtees. Spectators were vexed and the organizers are being accused of what is tantamount to misleading the public or it is being implied that the riders have failed in their obligations. The organizers' answer is given on pages 816 and 817; valid entries were received and it was reasonable to suppose that the star men would appear. Their failure to do so has also been explained. Hence spectators have no real justification for their complaints about being misled although their disappointment is perfectly understandable.

As a show of goodwill, the managing director of the Mallory Park Circuit has offered prize money of £1,600 for a special race to be run in September if the three riders mentioned will guarantee to take part. The offer is generous but unwittingly ill-timed since it is being interpreted as an implication that very high rewards are necessary to attract the men concerned. As every follower of the sport knows, British road racing is fortunate in having world-famous riders who, when other commitments permit, compete on home tracks for the sheer fun of racing. The important point to remember is that with the best will in the world at the time of making an entry, no rider can guarantee to be on the starting line. Neither can the most painstaking organizer be certain that every rider billed as an entry will appear.

Evening Exploration

SEE your own country first, our geography masters advised us, and travel abroad afterwards. Perhaps the wisdom behind these words can be condensed even further. See your own county first, it might be said, before exploring those beyond. In this mechanical age in which we live, long-distance travel presents hard-riding motor cyclists with no problem and a great deal of fun. Edinburgh is what—ten hours from London including stops for meals? The coast is not really far away from anywhere. Perhaps it is for these reasons that many riders are missing the pleasures the countryside offers only a short distance away from their own garage doors.

Britain is the most compact country in the world. Yet many of us have become so bemused by the prospect of covering long distances that summer evenings that could be spent awhell are passed indoors or tinkering with the spanners. All the "spots," we feel, are too far away to be reached in an evening. Few of us really know our own counties. Near where you live there are lanes and byways still awaiting exploration. Why not get a half-inch map, and go out and find them?



The Phantom Fire Rider! At the Metropolitan Police Club gymkhana at The Warren, Hayes, Kent, Ernie Small, an M.P.M.C. member, takes his competition Ariel through the inferno

five and arrived back at Barnet eager for more. All I can say (with a weak scowl) is that if that is a chap's idea of motor cycling, this is a free country. But I'm all with Mr. Stewart when he remarks that the German super scooter, the Maicoletta, has a top speed of about 70 m.p.h. and is so well cooled and geared that it can cruise all day at 60. Maybe that machine is a fair answer to the matrimonial problem posed?

Positively Final

HAVING allowed enthusiastic readers to trap me into chasing the story of the Liberty aero engine, I must again apologize. I ostensibly abandoned the topic some weeks ago via a stout assertion by Granville Bradshaw that none of these engines ever powered a single plane over the German lines. Since then I have received weighty evidence that some did so fly. Justice demands this brief return to the subject, which I now abandon for good.

The First Control Cables

IN reply to several correspondents, many very early motor cycles used steel rods both for carburettor and ignition control (although the same machines might have used Bowden cables to control the rear brake and—perhaps less frequently—the front brake). Prior to 1904 the Bowden concern used to buy a motor cycle and apply its patents to all the controls for show purposes. In 1904 the first Bowden motor cycle was produced. It sold at £32 with a $2\frac{1}{2}$ h.p. F.N. engine. Harold Karslake, the Manufacturers' Association librarian, to whom the

(The f
time o
mome
contro
fitted a

A Cu

IN th
I of
course,
to have
noted
their ac
propose
near-cl
Lap 2
Lap 3,
panied
not co
—Cast
Lap 6.
plete si
would
ting o
laps, n
(of wh

Miss
SOM
ma
to deat
June 1
Junior
that su
did he
at the
It is n

Another

Occasional Comments

By "IXION"

Super Scooter

ON May 29 I presented the situation of a married couple who are both keen riders but short of the cash to operate two machines. He is a tough chap who thinks nothing of a 600-mile solo trip in a long weekend to visit the old folks at home. She wants their new model to be a scooter. We all know that there are scooters and scooters, some firms allotting the honourable name to underpowered minnows with quasi-scooter coachwork. Stewart Booth, secretary of the London Scooter Club, reminds me that in the Scoot to Scotland weekend two of his members covered 900 miles on a one-two-

accuracy of this information is due, considers that the machine was deliberately marketed at an extremely low price in order to popularize the Bowden control system. It must have represented about the best value for money ever offered, considering what prices were asked for contemporary rival machines. It is, of course, common knowledge that foreign manufacturers were as swift as our own to realize how cable controls lent themselves to motor-cycle purposes. Fancy controlling your carburettor in a speed event by means of two wooden levers mounted on the top tube of the frame!

(The fact was that in really sudden emergencies we hadn't time or a hand to spare and coped with the menace of the moment by operating a handlebar switch or handlebar-controlled exhaust-valve lifter. The twistgrip was originally fitted as an emergency ignition switch.)

A Curious Contrast

IN the Senior T.T., 56 Nortons started and 37 finished, of which 35 qualified for positive awards. This was, of course, a stupendous achievement. So mighty a feat seems to have blinded some spectators to an aspect which they all noted in passing but have perhaps allowed to evaporate in their admiration. Those who fell by the way included a weird proportion of the best riders. Several of the champion or near-champion class fell out in the opening laps. For example, Lap 2 saw the end of Tanner and Brett. In the course of Lap 3, Bob McIntyre and Harry Hinton disappeared (accompanied by Duke's B.M.W., as evidence that the infection was not confined to the Norton stable). On Lap 4 a doughty pair—Castellani and Hartle (MV)—vanished. Trow exited on Lap 6. Alastair King and Keith Campbell managed to complete six laps before succumbing. To sum up, of the men who would have figured high in the betting (if the T.T. were a betting occasion), only four short-priced men survived seven laps, namely, Surtees, Bob Brown, Dale and Eric Hinton (of whom the last pair were no higher than 10th and 11th).

Missed Opportunity?

SOMEWHERE across the Channel a furious publicity manager must be metaphorically kicking himself almost to death. As we all know, MV Agusta shattered a record this June by winning all four T.T. two-wheel races—Senior, Junior, 250 c.c. and 125 c.c. He must have known beforehand that such a result was a possibility—even a probability. What did he miss? Why, he should have seized the Sidecar T.T. at the same time, for such an opportunity may never recur. It is no slight on the B.M.W. to guess that a well-handled

MV four might have beaten the B.M.W. time round the Clypse circuit. I do not know what sidecar experts were out of a job at T.T. time but we have half a dozen men at least who know that lap by heart and could probably have achieved really high speeds over it with a four-cylinder job. The opportunity may never recur because there is talk of converting the T.T. into a Formula I event which might prevent fours from competing with singles and twins in future.

Our Road Signs . . .

A LEADING article a few weeks ago backed up those readers who consider that the multitude of road signs hamper rather than help good driving. My last clanger was really bad from the police point of view. While traversing a town which I once knew well, I was musing on the weird assortment of signs which now decorate its main streets, as contrasted with the neat appearance I recalled from years ago. Thus musing, I went into a one-way street at the wrong end. I was in no real sense to blame. The one-way street was wide enough to accommodate three cars abreast and was, in fact, only scheduled as undirectional to ease the traffic problems in a square at one end. I missed the one-way sign because it was a stumpy sign, largely blanketed by a bus when I passed.

. . . and those in Germany

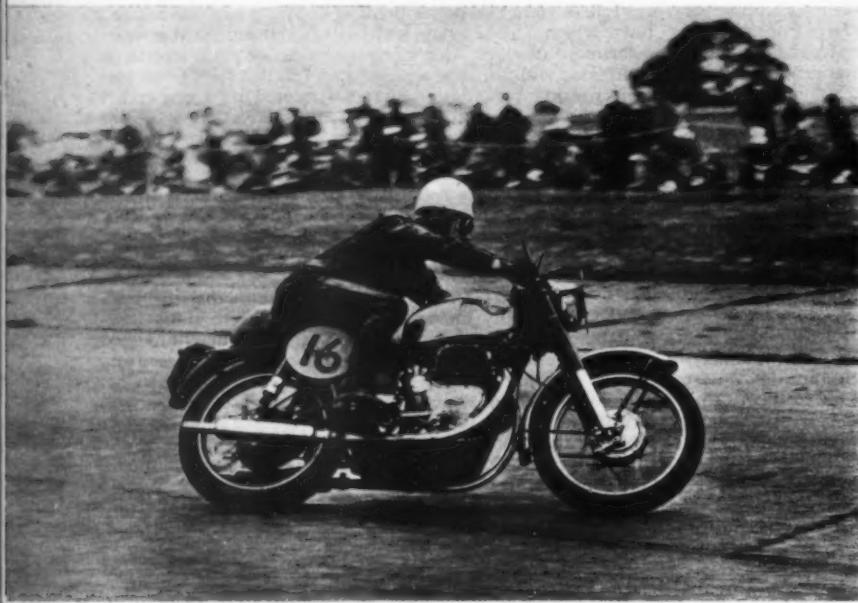
NOTHING in Germany impressed me more than the number of really important signs which were slung horizontally clear across the roadway at a sufficient height to clear the tallest vehicles. Signs in that position cannot be missed and they in no sense deflect a driver's attention from the traffic. They were erected in Germany only where electric power was plentiful and cheap, so they were equally visible at night. They probably did more to avert accidents than a hundred of our stumpy little posts, which are so easily missed in thick traffic. On a limited scale this type of sign is blossoming in the U.S.A., for instance on the parapets of overpass bridges, on which any changes in the speed limit are communicated to travellers.

Another shot from the police junkettings. Taken during the balloon race, it shows pillion riders attempting to burst balloons with their teeth. The chap in the middle of the picture is flirting with the rules a bit—his hands should be behind his back



SLIPSTREAM

Slick Riding and Slick Pitwork Win Thruxton 500-mile Race for Mike Hailwood and Shorey



Above: Bob McIntyre at speed on the modified Royal Enfield Super Meteor he shared with Derek Powell. Below: The time is 1.5 p.m. and pit crew and spare rider stand ready for a call by the Tony Ferneyhough-David Alcock 499 c.c. B.S.A.



FROM just about every viewpoint the Southampton Club's 500-mile Race at Thruxton last Saturday set new levels of vitality and interest in British marathon racing. Among the chaos of 7½ hours' continuous lapping by 60 assorted roadsters of 348 to 692 c.c. and the welter of feverish pit activity were woven threads of tense excitement and high drama.

From first to last the main issue was almost as closely contested as a sprint. After brilliantly consistent and trouble-free riding, backed by the slickest pitwork of the day, victory on overall classification and in the multi-cylinder class went to the 646 c.c. Triumph Tiger 110 ridden by that fast-maturing young star, Mike Hailwood, and Dan Shorey. Their average speed was 66 m.p.h. Second, just over a lap astern, was a 692 c.c. Royal Enfield Super Meteor converted to Constellation specification and ridden by Bob McIntyre and Derek Powell. Third was a 1958 Constellation shared by Ken James and Brian Newman.

So unobtrusive that its high placing surprised many onlookers, a 595 c.c. B.M.W. R69 was ridden into fourth place by John Lewis and Peter James. Quietly, smoothly and cleanly the German flat twin, one of the most ordinary looking models on the course, circled with admirable regularity, calling at the pits only for fuel and change of riders, never for oil or repairs.

Winner of the 1,000 c.c. single-cylinder class at a speed of 60.19 m.p.h. was a 490 c.c. International Norton in the hands of Brian Herbert and Gerald Turner. For well over half the race the class was led by David Morley and Peter Bugden sharing a 499 c.c. Gold Star B.S.A. Then Bugden rammed the straw bales marking a chicane just short of the start-and-finish line, and the time lost on repairs dropped him and his partner to third place behind another B34 B.S.A., ridden by Jack Watton and John Buckley.

Unhappily the 350 c.c. class was won on a protest. John Righton and scrambles ace Ron Langston were originally acclaimed winners on Arthur Taylor's Velocette Viper. But Arnold Jones, who shared a Gold Star B.S.A. with Harry Stanford, protested that Langston had contravened the rules by pushing the Velocette in the reverse direction of the course when entering the pits from the far end after a rear-chain breakage. The protest was upheld by the stewards and so victory went to Tony Jeffery (riding in his first race) and Louis Carr, who averaged 59.66 m.p.h. on their B.S.A., while Jones and Stanford moved up to second place. Arthur Taylor has lodged an appeal against the stewards' decision.

MAC!

wood or Shorey on a Triumph Tiger 110



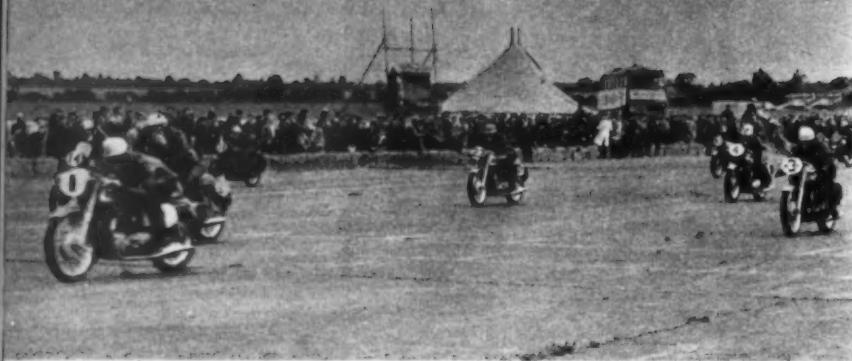
Left: One of the most impressive machines competing was the 595 c.c. B.M.W. ridden by John Lewis and Peter James. It finished in fourth place

But perhaps no team in the three-fifty class received greater sympathy than Fron and Brian Purslow. For nearly five hours, in spite of a tendency for top gear to jump out of engagement, they kept their B.S.A. up to three laps ahead of their nearest rivals who, early on, were last year's winners, Fred Webber and Rex Avery on a B.S.A., then John Eckart and Fred Wallis, who were similarly mounted, and finally Righton and Langston. Then, with just over 300 miles behind it, the engine of the Purslow model locked twice and Brian pushed it to retire.

With only 17 retirements, mechanical reliability seemed better than in previous Thruxton marathons but it has to be remembered that the forerunners of Saturday's race (in 1955, 1956 and 1957) were of nine hours' duration. Certainly, though, the frantic tyre changing of earlier years is no more than a memory. As to the all-important factor of weather, that was one



Mike Hailwood on the winning Triumph Tiger 110 he shared with Dan Shorey. The machine ran faultlessly throughout



The scene as the field leaves the start. The leaders are already past the camera. No. 1 in the left foreground is the Norton Dominator 88 shared by Eugene Davies and John Hamilton

of the most surprising aspects of the race. Notwithstanding the most ominous outlook, the rain held off until, at the stroke of seven in the evening, Hailwood took the chequered flag to win *The Motor Cycle* Trophy for his team.

The race made sense for the first time in that it was won by a machine of the largest capacity class. And wisecracks who adduced mysterious reasons for the success of three-fifties in the last two years were forced to admit that those victories, like this year's, were determined by rider calibre, mechanical reliability and pit organization, irrespective of engine size. And, as none will deny, by the charity of Dame Fortune.

But it is certainly arguable that Saturday's race was won in the pits—also that it was won on reliability. The Hailwood-Shorey Triumph made four stops for fuel and change of rider. Stan Hailwood, Mike's father, controlled those stops to a split second. Petrol and oil went into their respective tanks simultaneously; at the same time brake adjustments were made and the fresh rider pulled the model back on compression. On average he was away within 25s of his partner's pulling in.

Discounting extra time spent in the pit changing a leaking fuel tank and tracking down a subsequent misfire, a change-over on the McIntyre-Powell Royal Enfield took two or three times as long. The time difference on four stops was more than the winners' advantage at the finish . . . And though the Royal Enfield's troubles were of a trivial nature, the tank change stretched the second stop to 3m 15s and both sparking plugs and the magneto rotor arm were changed before the misfire was traced to swarf in the jet well—swarf, possibly, introduced into the fuel line when the tank was changed?

A speed comparison with previous years is not valid, for Saturday's circuit was the 2.275-mile lap first used at Easter, except for the addition of the chicane near the start to slow the riders for easier identification by the lap scorers. As riders took up position on the start grid the permitted modifications to riding positions were conspicuous. Racing seats and soft, tank-top pads were common. Most models

sported rear-set footrests with control pedals rigged to suit. But handlebars drew most comment. Some were inverted, others displayed the tube bender's and welder's arts magnificently. The McIntyre-Powell machine had an N.S.U. Quickly bar fitted upside down. There was bitter frustration for Jonathan Tollitt and Peter Darvill: the crankshaft of their five-hundred B.S.A. Gold Star broke during the warm-up.

The start at 11.25 a.m. was ragged. McIntyre shot into the lead but a few riders were left hacking at their kick-starters and some suffered long delays. Soon McIntyre, Percy Tait (sharing one of John Surtees' Triumph T110s with D. Peacock) and Hailwood were streaking away from the field and it was easy to distinguish the experts from the less experienced competitors. Some riders were pulling standard road gearing but those with more racing know-how were geared down about ten per cent. Some changed up while the engine was still climbing the power curve but the experts took the revs up to peak power in each gear.

After 20 minutes riders began to call at their pits and in no time at all a thin trickle of traffic to the depots swelled to an unexpectedly heavy flow for such an early stage. It was incredible how unconcerned some teams were to prevent waste of time. Troubled by defective carburation on his 499 c.c. Gold Star B.S.A., Alban Burgazzi pulled in and handed over to his co-rider, Doug Gillbanks, who proceeded to unfasten and discard the tank-top pad before attempting to start.

Bob Lilley, co-rider with Chas Chapman of another B34 B.S.A., had used a soft plug at the start in spite of the permitted warming-up of engines, and came in to change to a hard plug after 25 minutes. The Lindsay-Harrison B34 melted its soft plug in half an hour and stopped for a similar change. At the same time Roy Thompson found Peter Arnott's five-hundred Gold Star "rattling a bit" and handed it over to its owner since he "preferred him to be on it if it was going to blow up!" The pair eventually finished fourth in their class in spite of riding

much of the time without third gear. At noon Phil Webb made the first of dozens of stops by himself and his partner, Tony Godfrey, in a vain effort to cure a misfire and power loss on their 597 c.c. Norton.

McIntyre rode with a fluency that set him apart from all his rivals, and his expression concealed the fact that he was riding to orders and secretly yearning for an excuse to "pull out the stops." By the time he handed over to Powell at 12.58 p.m. he had built up a lead of the best part of a minute on Hailwood and secured the award for the first machine to cover 100 miles. By general standards the change-over seemed brisk—until Hailwood gave place to Shorey 10m later.

Fractured silencer brackets and Magdyno straps and burnt-out clutches were frequent causes of delay. Don Chapman caused some amusement by pouring cream soda over Jack Hill's Constellation clutch, thus sending up great clouds of steam, before changing the plates. At 2.20 p.m. the Avery-Webber chances melted when, lying second to the Purslows in the 350 c.c. class, they had to change a Magdyno. Ten minutes later another gallant effort was brought to an end: the Constellation which Alan Rutherford and Ernie Washer were keeping in third spot, between the Hailwood-Shorey Triumph and the B.M.W., developed a gaping hole in the crankcase.

It was when Powell handed back to McIntyre at 2.45 p.m. that the seal was set on their defeat, for it was then the tank was changed and the Triumph usurped the lead. In his second and third stints McIntyre rode at his brilliant best and often pulled back 3s or 4s a lap from Hailwood. Powell, too, did his utmost. But their efforts were unavailing against the trouble-free Triumph pair and Stan Hailwood's masterly organization.

General Classification and 1,000 c.c. Multis.—1. S. M. B. Hailwood and D. Shorey (649 Triumph), 220 laps, Th 35m, 66 m.p.h.; 2. R. McIntyre and D. T. Powell (692 Royal Enfield), 219 laps, Th 35m, 32.4s, 55.62 m.p.h.; 3. J. K. James and B. R. Herbert (692 Royal Enfield), 216 laps, Th 35m, 64, 96 m.p.h.; 4. J. H. Lewis and P. H. James (596 B.M.W.), 215 laps, Th 35m, 64.0s, 64.38 m.p.h.; 5. P. H. Tait and D. Peacock (649 Triumph), 212 laps, Th 36m, 30.8s, 63.46 m.p.h.; 6. H. German and C. A. Rowe (597 Norton), 208 laps, Th 35m, 62.32 m.p.h.; 7. M. e.s. Bini and J. B. Herbert and G. Turner (499 Norton), 201 laps, Th 35m, 50.2s, 60.19 m.p.h.; 2. J. F. Watson and J. Buckley (499 B.S.A.), 199 laps, Th 37m, 59.42 m.p.h.; D. Morley and P. Budgen (499 B.S.A.), 196 laps, Th 35m, 0.2s, 58.8 m.p.h.; 4. P. Arnott and R. Thompson (499 B.S.A.), 194 laps, Th 35m, 23.6s, 58.71 m.p.h.; 5. R. Lilley and C. Chapman (499 B.S.A.), 186 laps, Th 37m, 44.47 m.p.h.; 6. J. R. P. French and G. Brand (499 Velocette), 179 laps, Th 37m, 6.2s, 53.46 m.p.h.

350 c.c. Class.—1. T. Jeffery and L. Carr (B.S.A.), 109 laps, Th 35m, 17s, 50.66 m.p.h.; 2. H. Stanford and A. W. Jones (B.S.A.), 196 laps, Th 35m, 23.8s, 58.75 m.p.h.; 3. W. Rus and J. Morris (B.S.A.), 186 laps, Th 37m, 10.4s, 55.82 m.p.h.; 4. H. S. Newman and R. Dawson (B.S.A.), 186 laps, Th 36m, 38s, 55.85 m.p.h.; 5. F. G. Webber and R. Avery (B.S.A.), 185 laps, Th 35m, 31.4s, 55.23 m.p.h.; 6. L. Statham and S. Sexton (B.S.A.) 178 laps, Th 36m, 48s, 53.21 m.p.h.

Casino Trophy (greatest number of points for leading at 100-mile intervals).—Hailwood and Shorey.

Retirements: B.S.A.—A. Walker-R. Greaves, engine failure; A. W. A. Smith-J. Blackwell, engine seizure; A. Burgazzi-D. Gillbanks, spill; J. H. Hull-D. Morley, broken clutch; J. T. Jeffery, J. Darvill, broken crankshaft; M. T. Brooks-A. Butler, engine seizure; P. Purslow-B. Purslow, engine seizure; J. Eckart-P. Wallis, valve trouble.

Norton:—G. Dunn-P. G. Robinson, ignition trouble; C. Williams-F. Lauchbury, failure to complete lap in 45 minutes; K. Bernal-W. Tomlinson, refuelling on course; R. W. Adlam-S. Potterton, broken valves.

Royal Enfield:—F. A. Rutherford-E. J. Washer, broken crankcase.

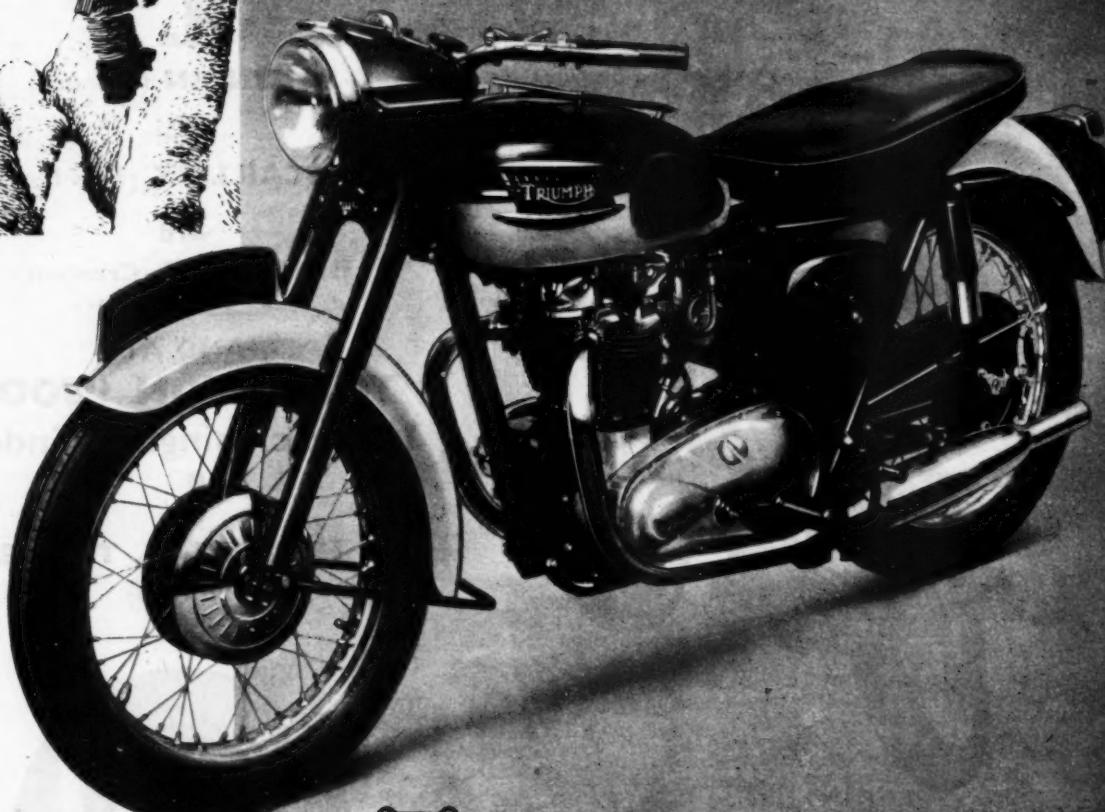
Triumph:—M. G. Bourne-M. Uphill, clutch trouble; J. L. Payne-E. Minshaw, broken piston.

Vespa:—T. Thorp-W. Sanford, broken valve; J. Righton-R. Langston, travelling in reverse direction of course.

The Tigris
performs
product
retains
character
and ease

650cc o.
cylinder
Grey/B
Ivory/B

TRIUM
LTD., C



The Tiger 110 offers the highest performance of any standard production type motorcycle, yet retains the familiar Triumph characteristics of silence, tractability and ease of control.

650cc o.h.v. twin: 40 BHP: Alloy cylinder head: H.C. pistons: Silver Grey/Black finish or Two Tone Ivory/Black (optional extra).

TRIUMPH ENGINEERING CO.
LTD., COVENTRY

TRIUMPH
TIGER 110

CASTROL WINS

ITALIAN MOTO-CROSS GRAND PRIX



1st
S. LUNDIN (Monark)

2nd
H. SCAILLETT (Fab.-Nat.)

3rd
B. NILSSON (Crescent)

AND AT
THRUXTON "500"
 1000 c.c. (single cylinder)

1st
B. HERBERT-G. TURNER
 (Norton)

(Subject to Official Confirmation)



THE MASTERPIECE IN OILS

QUESTION & ANSWER

VALVE CLEARANCES

MY FRIEND'S instruction book states that the clearances for inlet and exhaust valves should both be checked or set when the piston is at the top of its stroke with the valves closed. My handbook stipulates different crankshaft positions for setting the inlet and exhaust clearances. What is the reason for this apparent contradiction and is it in order for me to adjust the valve clearances on my engine by the simpler method, i.e., with the piston at top dead centre? J. HARMAN Stamford.

The two methods are applicable to different types of cam. On engines which do not have long quietening ramps on the cams it is permissible to set both valve clearances with the piston at t.d.c. (compression stroke). The whole of the cam base circle from closing to opening points is concentric with the shaft and hence the valve clearance will be constant as long as the cam follower is on any part of the base circle. This requirement is met for both cams at the same time when the piston is in the position described.

Where a cam incorporates long quietening ramps, however, only a short portion of the base circle—diametrically opposite the peak of the lobe—is concentric with the shaft and it is essential that the cam

inlet-valve clearance is checked when the exhaust valve is about to open, and the exhaust clearance when the inlet valve has just closed.

There is no reason why the latter method should not be used on engines without quietening ramps but the top-dead-centre method must not be employed on engines for which the makers specify the other schemes.

WHEEL BALANCING

THE FRONT FORK LEGS of my six-hundred solo flutter back and forth at speeds of 75 m.p.h. or more, irrespective of the nature of the road surface. It is true that steering is unaffected but the movement can be felt through the handlebar and is disconcerting to watch. Can anything be done to eliminate it? D. SANDERS London, S.E.6.

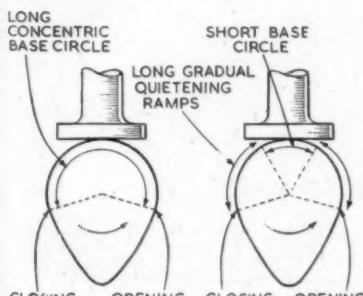
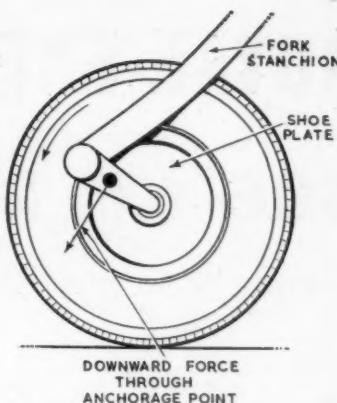


Diagram showing two different cam forms and illustrating the very short base circle of a cam with quietening ramps

follower is on this portion when the clearance is set. This necessitates a separate and precise crankshaft position for each check. With a vertical twin or flat twin having quietening ramps the clearance on each valve should be checked or set when the corresponding valve in the other cylinder is fully open. On a single-cylinder engine with such cams the

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.

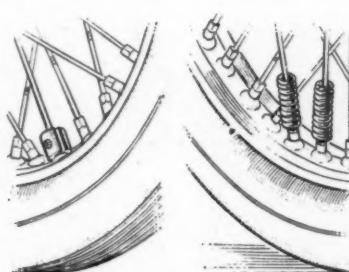


Diagrammatic sketch showing the direction of the force acting through the brake anchor point

sistency. Attach a collar or length of lead strip to the marked spoke and recheck. Increase or decrease the weight of the attachment until the wheel comes to rest in a different position each time it is spun, with no marked tendency to reverse direction. If you use lead strip make a small allowance for insulating tape to bind the lead in place and apply a coat of shellac for neatness.

NOSE DIPPING

MY SCOOTER has trailing-arm front-wheel suspension and when I apply the front brake the nose of the machine dips noticeably. Is this normal and, if so, why does it happen? K. J. HILL Hounslow, Middx.



Two methods of balancing a wheel—on the left by a proprietary collar and, right, by lead strip

Probably the front wheel is badly out of balance, producing an effect particularly noticeable at high speeds. The wheel can be balanced by lead strip wound round the spokes close to the rim or by brass collars which are made in various sizes and fixed to the spoke nipples by a grub screw. The procedure is to raise the wheel from the ground, make sure free rotation is not prevented by binding brake shoes or grease retainers, then spin the wheel and allow it to come to rest. Mark the spoke which is at the top and repeat the process a few times to ensure con-

LIGHT-ALLOY CYLINDERS
I UNDERSTAND that some engines with light-alloy cylinders do not employ a cast-in or pressed-in liner. Does the piston run directly in the aluminium? London, S.W.19.

J. A. GALE

Experiments have been carried out (notably by R. C. Cross of rotary-valve fame) on running pistons directly in light-alloy cylinders but probably the engines you are thinking of have chromium-plated bores. The plating is considerably thicker than would be used for decorative finishes and it wears remarkably well. Because chromium has less affinity for oil than has iron, it is common practice to provide a slightly rough surface on the deposit, thus aiding oil retention. One method is to etch the surface by reversing the current for a short time while the cylinder is still in the plating bath.

ROYAL ENFIELD

496 c.c. Meteor Minor de Luxe

A Compact and Sprightly Twin with 17in-diameter Wheels and Full Enclosure of the Rear Chain

ANNOUNCED in April, the 496 c.c. Meteor Minor de Luxe is one of a trio of new Royal Enfield high-performance twins. It has many features in the established Royal Enfield tradition and others which are new or nearly so. Among those in the first group are the use of separate iron cylinder barrels with heavily finned light-alloy heads; a one-piece cast-iron crankshaft; a half-gallon oil compartment formed integrally with the crankcase; a four-speed Albion gear box bolted to the rear of the crankcase; and a vane-type cush drive in the rear hub. (There is also a transmission shock absorber in the clutch centre.)

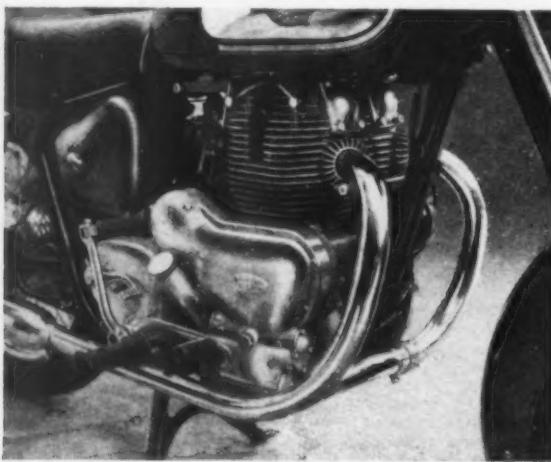
The lightweight welded tubular frame, rear-chain enclosure and 17in-diameter wheels were previously confined to the Crusader models. Fresh ground is broken with siamesed exhaust pipes, a novel clutch having a scissor-type control mechanism, and a 7in-diameter front brake housed in a full-width hub.

MOTOR CYCLE
ROAD TESTS
OF NEW MODELS

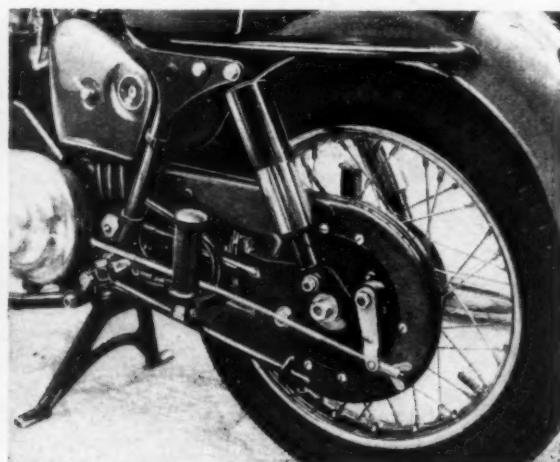
required on the handlebar to counteract wind pressure on the rider's body (though the concave shape of the seat top helped in that respect). The top edges of the seat pan could be more rounded with advantage; they were felt to dig into the rider's thighs on long runs.

Handlebar width (24in) and grip angle are well chosen, and the lack of position adjustment for the clutch and front-brake levers—the pivot blocks are welded to the bars—was no disadvantage; the levers were found to be ideally placed. The inner ends of the levers are neatly shrouded by extensions of the pivot blocks. Brake and gear pedals, too, were well sited and could be actuated without removing the foot arches from the rests.

Though pleasantly light, steering was very positive and quickly enhanced the feeling of confidence engendered from the start by the low seat and comfortable posture. At both ends of the speed scale it was easy to pick a precise path without conscious effort; and riding the Meteor Minor to a standstill feet-up



Left : Engine of the Meteor Minor de Luxe is unmistakably Royal Enfield. The other picture shows the rear chaincase, one of the two chain tensioner cams and the retracted prop stand



The heavily finned light-alloy cylinder heads are separate castings—so are the iron barrels. The other picture shows the rear chaincase, one of the two chain tensioner cams and the retracted prop stand

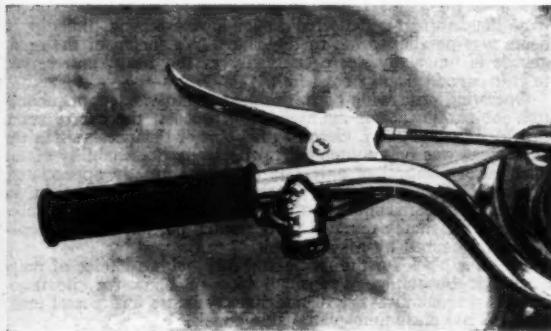
At a time when large-capacity machines on the whole are felt by many riders to be a shade too high and wide, the relatively low seat height (29½in) afforded by the Royal Enfield's small wheels was a real boon to riders of short or medium stature. One's feet could be placed firmly on the ground at traffic halts and kick-starting when astride the machine called for no fear of balancing. Relative positioning of the seat, footrests and handlebar gave a compact and relaxed riding posture which proved to be extremely comfortable for speeds of up to about 60 m.p.h. For higher speeds a footrest setting 3in further rearward would have been preferred to reduce the pull

was child's play. Stability on greasy surfaces was of a very high order. Only on fast bends with undulating surfaces was there a tendency for the model to weave—a result of the rear suspension pitching. As the 15ft turning circle proves, the steering lock is generous.

A low seat position brings difficulties for the designer. If the footrests are correspondingly low so as to ensure a comfortable knee angle (as on the Royal Enfield) then they may ground on corners as a result of the front and rear suspension compressing unless the overall width at the rests is narrow. Width across the footrests is 26½in but they are prevented from



Above: The power unit fits the frame with little space to spare. Below: Shrouds conceal the inner ends of the clutch and front-brake levers



fouling too readily by the rather firm action of the front and rear springing. Footrest grounding was not bothersome unless the model was canted over unnecessarily.

Braking was first class at all speeds. The controls were light to operate, yet not too light, and were progressive in action so that there was ample sensitivity for wet or slippery conditions. When the road surface permitted, the model could be pinned down really firmly, with both tyres squealing, from a traffic crawl or from top speed. Several hours of riding in teeming rain failed to impair brake efficiency.

Bore and stroke of the new engine (70 x 64.5mm) are identical with those of the Crusader but there the similarity ends. In external appearance the unit is a scaled-down version of the 692 c.c. Constellation engine which, in turn, is based on the Super Meteor. Starting proved to be simple and reliable. The preliminary drill for a cold start was quite normal: throttle set as for fast idling, air lever closed and carburettor tickled moderately. The kick-starter is fairly low geared so little effort was required to swing the engine over compression and the unit usually came to life at the second kick. A first-time start without any preliminaries was the rule when the engine was warm. For

INFORMATION PANEL

SPECIFICATION

ENGINE: Royal Enfield 496 c.c. (70 x 64.5mm) overhead-valve vertical twin with separate light-alloy cylinder heads. Camshafts driven by a single chain. Light-alloy connecting rods with steel-back shell big-end bearings. Crankshaft supported in ball bearing on drive side and roller bearing on timing side. Compression ratio, 8 to 1. Dry-sump lubrication with oil compartment cast integrally with crankcase; oil capacity, 4 pints.

CARBURETTOR: Amal Monobloc; air slide operated by handlebar lever. Yokes air filter.

IGNITION and LIGHTING: Coil ignition with auto-advance. Lucas RM14 70-watt A.C. generator driven by left end of crankshaft. Lucas 6-volt, 12-ampere-hour battery charged through rectifier. Lucas 7in-diameter headlamp with pre-focus light unit.

TRANSMISSION: Albion four-speed gear box bolted to rear of crankcase; positive-stop foot control. Gear ratios: bottom, 13 to 1; second, 8.42 to 1; third, 6.08 to 1; top, 4.67 to 1. Multi-plate clutch with moulded inserts running in oil. Primary chain, 1in duplex in cast-aluminium oil-bath case. Rear chain, 1/2 x 1/8in in pressed-steel case. Engine r.p.m. at 30 m.p.h. in top gear, 1,990.

FUEL CAPACITY: 3½ gallons.

TYRES: Dunlop 3.25 x 17in; front ribbed, rear Universal.

BRAKES: Front, 7in diameter x 1½in wide; rear, 7in diameter x 1in wide; finger adjusters.

SUSPENSION: Royal Enfield telescopic front fork with hydraulic damping. Pivoted-fork rear springing employing Girling hydraulically damped shock absorbers with three-position adjustment for load.

WHEELBASE: 53½in unladen. Ground clearance, 6in unladen.

SEAT: Royal Enfield dual-seat; unladen height, 29½in.

WEIGHT: 413 lb fully equipped, with full oil compartment and approximately one gallon of petrol.

PRICE: £220; with purchase tax (in Great Britain only), £274 9s.

ROAD TAX: £3 15s a year; £1 0s 8d a quarter.

MAKERS: The Enfield Cycle Co., Ltd., Redditch, Worcs.

DESCRIPTION: The Motor Cycle, 3 April 1958

PERFORMANCE DATA

(Obtained at the Motor Industry Research Association's proving ground at Lindley.)

MEAN MAXIMUM SPEED: Bottom: 97 m.p.h.

Second: 95 m.p.h.

Third: 99 m.p.h.

Top: 89 m.p.h.

*Valve float occurring.

HIGHEST ONE-WAY SPEED: 97 m.p.h. (conditions: strong following wind; rider wearing two-piece plastic suit and overboots)

MEAN ACCELERATION: 10-30 m.p.h. 20-40 m.p.h. 30-50 m.p.h.

Bottom 3 sec

Second 4.7 sec

4.1 sec

5.1 sec

5.9 sec

Third 7 sec

5.7 sec

6.2 sec

Top 9.6 sec

Mean speed at end of quarter-mile from rest: 76 m.p.h.

Mean time to cover standing quarter-mile: 17.5 sec.

PETROL CONSUMPTION: At 30 m.p.h., 85 m.p.g.; at 40 m.p.h.,

82 m.p.g.; at 50 m.p.h., 75 m.p.g.; at 60 m.p.h., 58 m.p.g.

BRAKING: From 30 m.p.h. to rest, 32ft (surface, dry tarmac).

TURNING CIRCLE: 15ft.

MINIMUM NON-SNATCH SPEED: 13 m.p.h. in top gear.

WEIGHT PER C.C.: 0.83 lb.

use in the event of the battery being run down, an emergency start position is provided for the ignition switch. The engine could be started with the switch in that position provided a really vigorous thrust was given to the kick-starter.

Opening of the air lever after a cold start was best carried out in two or three easy stages, spread over the first mile or two. As soon as the engine had run for a few moments it would idle slowly, evenly and dependably when the twistgrip was rolled right back. At a throttle opening just above idling there was a slight flat spot which resulted in a hesitant response from the engine if the grip was twisted too rapidly. That apart, the engine pulled well over a wide speed range. Acceleration was smooth and satisfactory rather than fierce.

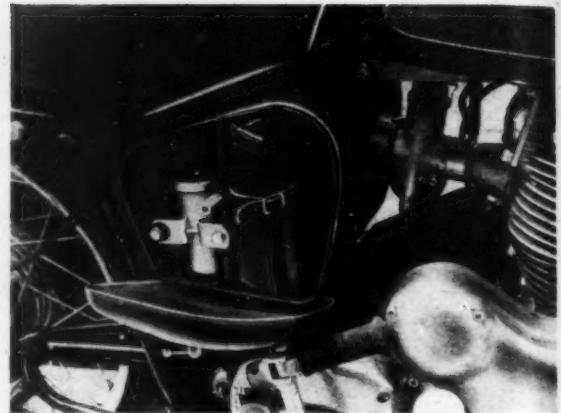
Smooth running and unusually supple transmission combined to make the use of top gear quite happy in areas with a 30 m.p.h. speed limit. Indeed, the effectiveness of the two rubber-block transmission shock absorbers is emphasized by the minimum non-snatch speed of 13 m.p.h. in top gear. For neatness all control cables are routed through holes in the fork-top casquette; in the case of the throttle cable that involves small-radius turns which make the control a shade sticky in operation. Delicacy of control at small throttle openings was enhanced by rerunning the cable.

On the open road the engine cheerfully undertook any amount of hard work without tiring. Under average conditions, use of half throttle gave an indicated speed of about 75 m.p.h. At speeds of up to 60-65 m.p.h. in top gear there was a pleasing absence of vibration, and that was the speed range most extensively used on long trips. At an indicated 70 m.p.h. engine vibration was perceptible though not objectionable; from 75 m.p.h. upward vibration could be felt through the dual-seat. When checked electrically, the speedometer read 2 m.p.h. fast at 30 m.p.h. and the error increased progressively to 5 m.p.h. at maximum speed.

Mechanical noise was average and the exhaust, though flat in tone, was unobtrusive. A peculiarity of the machine tested was oil discharge from the crankcase breather pipe during hard riding; oil fouled the distributor cover and the region of the left pillion footrest. The new clutch was light to operate, took up the drive smoothly and was free from drag. There was a slight tendency for the friction plates to stick, however, so that engagement of bottom gear at rest was accompanied by a slight jerk. Repeated clutch slipping, as when riding for several miles in heavy traffic or making a succession of rapid starts for the quarter-mile acceleration figures, brought about a slight increase in control backlash, which returned to normal when the clutch cooled. Momentary clutch slip was occasionally experienced when the engine was pulling hard at about 60 m.p.h. in third gear or 75 m.p.h. in top.

Upward gear changes could be made quickly and cleanly

The 496 c.c. Royal Enfield Meteor Minor de Luxe



Tool roll and ignition coil are stowed in separate compartments of a box beneath the seat nose

without special precautions, but engagement of the dogs could be felt when changing down. Neutral could be easily selected with the gear pedal; but in any event the gear box is fitted with the familiar Royal Enfield neutral finder which permits ready selection of neutral from any gear except bottom.

Both the intensity and spread of the headlamp beam were adequate for night riding at normal speeds. Unfortunately, with the lamp unit deflected to its lowest setting, the dipped beam was parallel to the road surface. Valancing of the mudguards is unusually deep, especially at the front, and served to trap a good deal of road filth.

Operating on a wide base, the prop stand was commendably safe for parking. For maintenance purposes, the centre stand provided firm support, close to the point of balance. When the valve gear was being attended to the ready detachability of the tank (after removal of only one bolt) was greatly appreciated. Primary chain adjustment is checked through an aperture in the chaincase. Retensioning the chain by means of the adjustable slipper necessitates removal of the outer portion of the case—which is secured by a single bolt.

Finish is black for the frame and fork, with a choice of polychromatic burgundy, Wedgwood blue or black for the mudguards, rear chaincase, tool and battery boxes and petrol tank; the tank has chromium-plated side panels.

On the Four Winds

By "NITOR"

VOYAGER RETURNS

"Flash" Rogers is back. Since I announced his proposal to cover 10 continental countries in 12 days on an N.S.U. Five Star Prima scooter the Birmingham bus driver has done his stuff and in 11 days at that. His trip took in 42 mountain passes. The Susten and the Stelvio were still closed because of snow but in each case he went as high as was possible and then about-turned. Among the more interesting aspects of the trip were that the scooter was equipped with Dunlop tubeless tyres (and only 2 p.s.i. pressure was lost on the entire 4,027 miles); and that a Philips car radio fitted proved a great success. (Give me a roadburner and you can keep your radio; on a scooter one might be rather fun.) Rogers' trip underlines once again, if further underlining were needed, that the scooter is well and truly established as a serious form of transport. (A picture of the Rogers N.S.U. appears on page 816.)

HOW IT ALL BEGAN

You probably read Michael Brown's description of Vic Willoughby's outing with the Royal Signals Display Team with as keen interest as I did. I wonder whether it occurred to you, also, to ask how and when the team originated? Here are the answers. It began back in 1932 when Brigadier Henry Crawford proposed that two-wheelers should join what previously had been a horse display and so make the spectacle bigger and brighter. So it was and, in 1936, the show became all motor cycle and the horses were pensioned off. Brigadier Crawford remained o/o the team until 1937. Today he is a farmer in Fife, one of Scotland's most attractive lowland counties.

CHUCK IT, "NITOR!" The most recent estimate puts the age of the earth at 4,500 million years. And at different stages during that period—or maybe at the same stage for all I know—the summit of a submarine mountain range has been thrust up out of the Irish sea and man has inhabited Tatsfield, Kent. "So what?" you may well ask, and I reply just this. Three factors make these apparently haphazard acts of fate important in the motor-cycling world in which we live. One, that peak sticking out of the Irish Sea has become the Isle of Man. Two, in 1934 Tatsfield celebrated the birth of a son to a path-racing type called Jack Surtees. Three, the Isle of Man and the Tatsfield-born youngster were ultimately to come to grips. Weird, is it not, when you come to think of it?

PRECISION AVERAGES

There are signs that the Swedish Halda Speed Pilot, regarded as indispensable by the majority of rally car drivers, is invading our sphere. In the Isle of Man Scooter Rally the instruments were used by the Bond and DKR teams as well as by several individual riders. You've not heard of the Speed Pilot? Well, it consists of a little dash-mounted "brain" which tells you at a glance your time gain or loss on a predetermined average speed—a boon, it would seem, to International Six Days' Trial riders not too bright at

Founder of the Royal Signals Display Team, Brigadier Henry Crawford (see "How it Began")

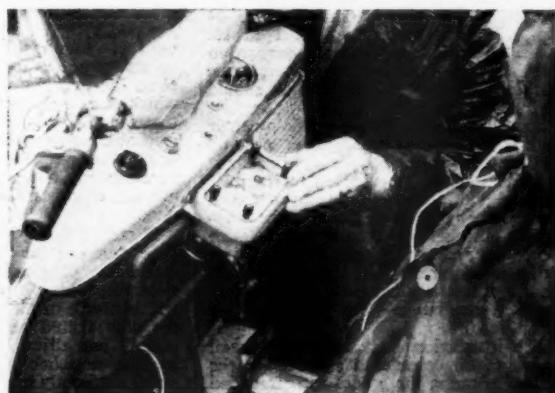


maths. Driven by a T-junction inserted in the speedometer-drive cable, the instrument comprises a trip mileage recorder, a dial on which the required average speed is pre-set and an eight-day clock incorporating the tell-tale hand. Gain or loss on schedule is shown by the lead or lag of the indicator hand over the minute hand of the clock. Costing £19 19s, the standard version has a working range of 22 to 70 m.p.h.; the competition model caters for averages of 15 to 75 m.p.h. and costs £23 10s. Both variants are illuminated for night riding. Expensive, yes—but such fun!

DELIBERATE WELL

News from Hawick is that the Jimmy Guthrie Memorial may be moved from its familiar site in Wilton Park Lodge to the new Garden of Rest which has been opened on the old quoitng ground opposite the High School. The memory of the gallant racing man will live on in Hawick—indeed, in the world of motor cycling—literally always. Today, 21 years after his death (Guthrie was killed in a crash in the 1937 German Grand Prix) pilgrims still travel to Hawick to pay homage to his greatness. Let the council deliberate well before coming to its decision. Guthrie was a quiet, unassuming type and many feel that his statue should remain amid peace and tranquil woodland rather than be given great prominence close to the public highway. The park, too, it is widely felt, would lose by the removal of that fine bronze figure.

"Nitor" discusses the Halda Speed Pilot in the paragraph entitled "Precision Averages." Here is a Speed Pilot fitted to a Bond scooter in the international rally in the Isle of Man



Fettling Your

By JIMMY SIMPSON JNR

Two-Stroke

USEFUL HINTS ON KEEPING THE ENGINE IN TRIM : LUBRICATION, CONTACT-BREAKER GAP, PLUG CLEANING, DECARBONIZATION, FREEING PISTON RINGS

MODERN two-strokes have a wonderful reputation for reliability and good performance. But even in these days of mechanical near-perfection, engines need looking after if they are to continue to give of their best. The greatest single factor contributing to long life and trouble-free running is lubrication. Practically all two-strokes employ petrol lubrication, that is, the oil is mixed with the fuel. The oil-petrol ratio varies with individual makes and



Lack of power is often the result of too small a gap between the contact-breaker points. The gap should be checked, say, once a month

may be as low as one part of oil to 24 parts of petrol or as high as 1 in 16. Invariably, details of the right proportion and the grade of oil to use are given in the machine's instruction book, which should be followed strictly.

Some riders think they are doing their engines a service by adding a bit more oil for luck, just to be on the safe side. It is a bad policy. In addition to irregular running and plug fouling, too much oil causes heavy carbon deposits in the combustion chamber and exhaust system, with the result that more frequent decarbonization is required. On the other hand, the use of less oil than recommended may result in premature wear and a risk of piston seizure.

The instruction book may list several brands of oil considered suitable for the engine. Among the grades recommended are almost certain to be lubricants specially

blended for two-stroke use. In most cases such oils contain additives designed to reduce carbon formation and to prevent bearing corrosion and plug whiskering, that is, bridging of the electrodes by a filament composed of metallic salts. Special two-stroke oils have much to recommend them and I, for one, make a point of using them.

Not so very long ago, petrol and oil had to be bought separately and the all-important job of mixing them properly could present quite a problem. My method was to ask the attendant to pour the oil into a half-gallon oil measure which was then topped up with a couple of pints of petrol and shaken until the oil and fuel were thoroughly mixed. The contents of the can were then poured into the fuel tank and the balance of the petrol added.

Nowadays many filling stations have petrol-dispensing pumps which can supply a variety of mixtures. Painted on the front of such pumps is a table listing the types of machine for which each mixture is approved. Garages not equipped with petrol pumps invariably stock self-mixing lubricants which, as their name suggests, mix readily with petrol. Here the drill is simply to pour the appropriate quantity of oil into the tank and fill up with petrol. However, remember that self-mixing oils contain a mixing agent and thus a greater quantity must be employed than if a normal oil were used.

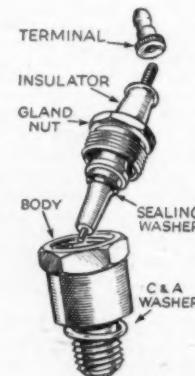
Engine performance is very largely influenced by the condition of the sparking plug(s) and will suffer if a plug is in need of cleaning or the gap between its points requires to be reset. Sparking plugs fall into two main categories: those which can be dismantled for cleaning and those which cannot. By far the easiest way of cleaning either type of plug is by sand blasting. Most garages have the necessary apparatus for the job and an average charge is between 3d and 6d a plug.

If sand blasting is not possible there is little that can be done to clean a non-detachable plug other than scraping the electrodes with a penknife and the interior with a needle or piece of stiff wire. Finally the plug should be rinsed in petrol (not petrol) and dried. The drill for taking apart a detachable plug is to hold the gland nut lightly in a vice and unscrew the body with a ring spanner. If a vice is not

available, use two ring spanners and be careful that they do not slip. Cleaning the insulator and central electrode is best accomplished with fine emery cloth or sandpaper and the inside of the body and the earth electrode can be scraped with a knife or other suitable tool. Washing the various parts with petrol completes the job.

When resetting the gap between the electrodes to that recommended in the instruction book (usually about 0.020in), remember to make the adjustment by bending the side electrode(s). If you try to bend the central electrode the chances are you will damage the insulator. Plug life? Between 4,000 and 5,000 miles is a reasonable average for a scooter or light-weight motor cycle—sometimes rather less in the case of a moped.

Further attention to the ignition system



The component parts of a so-called detachable-type sparking plug. Dismantling is best carried out by holding the gland nut lightly—very lightly—in a vice and unscrewing the plug body with a ring spanner

is confined to a monthly check of the gap between the contact-breaker points—carried out by turning the engine (by means of the kick-starter or, if an electric starter is fitted, by engaging top gear and rotating the rear wheel by hand) until the gap reaches its maximum and sliding the appropriate feeler gauge between the points. If the gap differs greatly from that stated in the instruction book—likely to be between 0.012 and 0.015in—it should be reset. However, if the discrepancy is no more than 0.002in either way, matters can be left as they are.

A
enthusi
shoul
fast
habit
requi
mode
runni
scoot
being
not r
exces
only
a goo
pipe
the p
if it i
De
clean
crow
also
mova

desc
and
diffic
or n
A ti

Either
head
har
stick
may
try t

A question often asked by two-stroke enthusiasts is how often the engine should be decarbonized. No hard and fast rule can be laid down as machines habitually driven hard on the open road require less-frequent top overhaul than models which spend most of their life running around town. A friend's one-fifty scooter covered over 6,000 miles before being decarbonized and even then it was not really necessary. But in many cases excessive carbon deposits will build up in only half that mileage. To save trouble, a good scheme is to remove the exhaust pipe and examine the exhaust port. If the port is partially blocked, decarbonize; if it is not, then leave well alone.

Decarbonizing a two-stroke involves cleaning off the carbon from the piston crown, exhaust port, cylinder head and also the exhaust pipe and silencer. Removal of the cylinder head will be

—you may damage the joint faces of both head and barrel.

When scraping carbon from the cylinder head and piston crown, avoid scratching the metal. If the deposit is soft, I get it off with a stick of solder shaped to a chisel edge. Harder carbon will almost invariably yield to a scraper made from a piece of light-alloy sheet. That old standby, the penknife, is as good a tool as any for cleaning out the exhaust port. Any danger of particles of carbon being flicked into the cylinder barrel and finding their way into the crankcase can be prevented by stuffing the barrel with a large piece of clean, non-fluffy rag.

Of course, the exhaust system demands a different technique. The silencers of most modern two-strokes can be taken apart for cleaning which is simply a matter of using a stiff brush and a pint or two of petrol. Where dismantling is im-

mon than it used to be. Symptoms are loss of compression accompanied by poor starting and a general lack of power. The cure, of course, is to clean out the grooves in the piston and scrape the carbon from the upper, lower and inner faces of the rings.

With the cylinder head and barrel detached the piston can be removed from the connecting rod by prising out one of the gudgeon-pin circlips (mind that it does not fly into a corner and get lost) and pushing out the pin from the opposite end. If, as is often the case, the pin is tight in its bosses, warming the piston with a rag soaked in very hot water will facilitate the operation. The inside of the piston skirt should be marked so that it can be refitted the same way round.

To remove each ring, prise one end out of its groove with a penknife and ease the ring off the piston as if you were peeling an apple. After the rings have been scraped clean they should be put in a box in such a way that you can later be certain to replace each in its right groove and—just as important—the original way up.

Most convenient way of cleaning out the grooves is with a piece of old piston ring one end of which has been ground to a chisel edge. Care should be taken to avoid scratching the upper and lower faces of the groove. When replacing the rings—or fitting new ones—note that the ends must be located about the pegs in the grooves. While it is detached, carefully dismantle the carburettor to clean away swarf or dirt in the float chamber and, if one is fitted, the filter.

Before reassembling the engine see that each part is scrupulously clean and smear the gudgeon pin, piston and cylinder bore with fresh oil. Particular attention should be paid to making sound seals at the joint between the cylinder barrel and crankcase and at the carburettor joint: a leak will mean difficult starting and poor running.

When tightening down the cylinder head, first screw up the retaining bolts or nuts as far as possible with the fingers.

Left: Removing carbon with a stick of solder tapered to a chisel edge



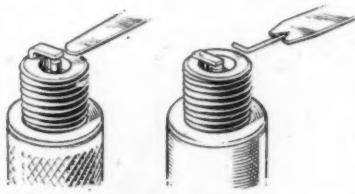
Above: One of the easiest ways of detaching a piston ring is to peel it off the piston

described in detail in the instruction book and should present few snags. A potential difficulty is that after the securing studs or nuts have been removed you may find that the head is stuck firmly to the barrel. A tip worth remembering is to give the

possible, the scheme is to block up one end and fill the silencer with a solution of caustic soda (mixed in the proportion of 3 lb of caustic soda to one gallon of water) and leave it to stand overnight. When pouring off the solution you should find that all the carbon has become dislodged. At once the silencer should be thoroughly swilled out with water to ensure that no trace of the caustic solution remains. Similar treatment can be given to the exhaust pipe.

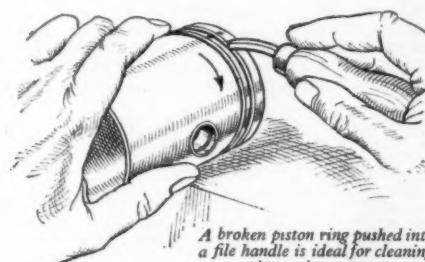
Caustic soda has a corrosive effect on aluminium and thus must never be used on light-alloy parts. And—a word of warning—don't allow the stuff to get on your skin.

Normally the only other job on the engine that may have to be tackled is freeing stuck piston rings. The trouble, caused by burnt oil clogging the piston-ring grooves, is, thanks to additives incorporated in modern oils, much less com-



Either blade or wire-type feeler gauges may be used for checking the plug gap

head a few light, upward taps with a hammer and a wooden drift (such as a stick of firewood). Failure to use a drift may result in damage to the fins. Never try to prise off the head with a screwdriver



A broken piston ring pushed into a file handle is ideal for cleaning piston-ring grooves

Then, with the spanner, work diagonally across the head, tightening each bolt (or nut) one-sixth of a turn at a time until all are tight. In this way the head will be pulled down evenly and distortion avoided.

Lastly, don't rush any job. Time and care are cheap enough. Spares are expensive.

Letters to the Editor

Future of the T.T.

Pressing Need for Action by A.C.U. and F.I.M.

I WAS interested to read your leading article of June 5 because, like a great many other enthusiasts, I came away from the Isle of Man this year feeling very concerned for the future of the T.T. Let us face facts. Continuation of the T.T. depends on the co-operation of the Manx Government and that, in turn, depends on the number of visitors attracted to the Island each year early in June. The Manx folk tolerate the inconvenience of closed roads and the noise of early morning practice only because the T.T. provides a welcome influx of visitors at a time which is not a peak holiday period; in other words, the T.T. enables the Island's holiday trade to begin earlier (in the same way that the Manx Grand Prix extends it into September).

I believe that unless future races, particularly the Junior and Senior, are closely contested again, the crowds will not continue to flock to the Island in sufficient numbers. Much as I admire John Surtees and the MV Agustas, there is not a great deal of interest in watching him stage a high-speed demonstration well ahead of the rest of the field.

The time has come when both the A.C.U. and the F.I.M. must give very urgent consideration to the future policy, particularly in regard to the introduction of some form of production-machine racing.

J. E. NEWSOME

Ickenham, Middlesex.

Mallory Park

East Midland Centre Hon. Secretary Explains

MAY I take a little of your valuable space to make clear a few points in respect of the road races at Mallory Park on June 8? First, the East Midland Centre was requested by the owner of Mallory Park to organize a rather ambitious meeting on the Sunday following T.T. week. There was some doubt about the advisability of doing so because of the possible lack of machinery. However, it was thought the difficulty could be overcome, certain assurances were accordingly given and, as far as I was concerned,



"Flash" Rogers' 4,027-mile trip with an N.S.U. Five Star Prima scooter is discussed by "Nitor" on page 813. Here is the machine, on its voyage, in a typical Alpine setting.

the entries were genuine. Unfortunately, the day did not live up to expectations, a fact that no one regretted more than I after weeks of concentrated hard work which completely disrupted my domestic life.

Secondly, the Centre had no jurisdiction whatsoever over the admission charges or admission arrangements. However, to those who were kept waiting, is it not inevitable that if a large proportion of a crowd chooses the same limited period in which to gain admission at any function there is bound to be consequent delay?

Thirdly, owing to circumstances beyond anyone's control, there were four notable absentees in the solo and one in the sidecar categories. Apart from Alastair King, only one of them was known to me on the afternoon prior to the meeting. As soon as practising was completed and it was known officially who were the non-starters, the information was broadcast over the public-address system. It was not possible to inform the public before that. In order to dispel certain rumours, I would state most emphatically that I believe the explanations received from the riders were absolutely genuine.



In all
stance
larly
same
please
perfec
disre
Bu

The

AS
say t
In y
hero
it no
take
his e
Se
facto
our M
that
Please
The
Surte
rev-r
laps
note
done

Ye
neve
You
five-
mate
are i

ON
T.T.
Sur
perf
fact,

In conclusion, may I reiterate that the meeting was planned in all sincerity, but by a strange chain of unfortunate circumstances there were a few absences whom the spectators particularly wished to see. For that I most humbly apologize. At the same time I hope that the spectators derived a great deal of pleasure from watching the racing of those riders of no mean performance who were present, a fact which I am afraid is being disregarded to a higher degree than is justified.

Burton on Trent.

E. G. COPE
(Secretary of the Meeting)

The Senior T.T.

In Appreciation of Surtees' Great Performance

AS a reader of *The Motor Cycle* for some 30 years, I must say that some of your reports make me laugh. First, let me say that I have seen as many T.T.s as you have, maybe more. In your Senior T.T. report you imply that McIntyre was the hero of the day. Rightly so on a single-cylinder job. But would it not have been better to toddle round at a few revs less and take second place rather than try to do 100 m.p.h. and blow up his engine?

Secondly, you imply that it was a case of Surtees on his factory super-tuned four-cylinder MV grand prix model against our Manx Nortons. That is surely belittling Surtees, who proved that he can do what Mac and Duke or anyone else can do. Please give him credit for what he has done.

Thirdly, have you considered what a wonderful performance Surtees put up in the Junior? Just imagine yourself with your rev-meter packed up on the second lap, leaving you with five laps to cover with nothing but your ear to listen for the engine note to avoid over-revving in any gear. How many could have done it without blowing up the engine?

You say that Surtees was riding with commendable restraint, never exceeding 10,000 r.p.m., which gave him 400 in reserve. You are wrong regarding the revs. I personally know that the five-hundred MV is capable of lapping the Island at approximately 104 m.p.h. with 400 r.p.m. still in reserve: its peak revs are in the region of 11,000 to 11,200. "LANCASHIRE LAD"

Accrington.

Criticism That Report Gave False Impressions

ONE expects a technical journal of the standing of *The Motor Cycle* to be accurate first and lurid second. In your Senior T.T. report (June 12) are two statements which essay to compare Surtees' performance on the MV four this year with McIntyre's performance on the four-cylinder Gilera last year. Neither, in fact, is a mis-statement but both give a false impression.

First, on page 719 you say that Surtees' average after three



laps was 99.98 m.p.h. "which was nearly 1 m.p.h. better than McIntyre's record-breaking eight-lap average in 1957." Surely to compare the speed after three laps with that at the end of eight laps (which necessitated two stops for fuel) is unrealistic. After three laps in 1957 McIntyre's average was 100.53 m.p.h.

Secondly, on page 722 you say that Surtees' stop for more fuel and a change of goggles after six laps dropped "his average below McIntyre's eight-lap race record—although on a lap-by-lap basis he was at no time doing better than Mac did last year." In fact, at no time did Surtees do so well as McIntyre did last year. Here are McIntyre's 1957 and Surtees' 1958 lap-by-lap average speeds compared, with McIntyre's first: one lap, 99.99, 98.80; two laps, 100.52, 99.70; three laps, 100.53, 99.98; four laps, 100.68, 99.19; five laps, 99.66, 99.13; six laps, 99.77, 99.12; seven laps, 99.54, 98.63. Don't forget that McIntyre also made two stops in seven laps. And, of course, his average of 98.99 m.p.h. for eight laps is unique—a feat that can never be equalled unless we have another eight-lap Senior.

I am not attempting to compare the merits of either man as a rider. As a factory runner, Surtees' main duty was to win the race, not break records, and that he did right well. I am not suggesting that he could not have gone faster had he been pushed. However, perhaps it is relevant to point out—again confining myself to facts—that Surtees rode a four-cylinder MV in the 1957 Senior T.T. and his average speed for the eight laps was 97.86 m.p.h.

Croydon, Surrey.

"FAIR'S FAIR"

Water Injection

Reason for the Improvement in Consumption

THE article "Wicks and Water" in *The Motor Cycle* for June 5 was most interesting. Much research has been carried out in this field, of course, and various ideas have been put forward to explain the improvements in performance. I note, however, that your article, in common with several other discourses on the subject, fails to give adequate reason for the marked improvement in the number of miles per gallon obtained.

It is undoubtedly due to an improvement in the thermal efficiency of the engine and this, to my mind, is due largely to the catalytic action of the water (or steam) on the reactions in the combustion chamber. The hydrogen (in the hydrocarbon fuel), being a more powerful reducing agent than carbon, would be burned to form steam, but some of the carbon would only partially burn to form the monoxide—or even remain as free

carbon particles—due to poor combustion turbulence and hence bad mixing.

Many chemical reactions, it has been demonstrated, will proceed very slowly, or not at all, in the absence of water molecules. Among them is the one between carbon monoxide and oxygen, which will not explode together if perfectly dry. The water acts as a catalyst therefore—not a fuel—thereby promoting the $2\text{CO} + \text{O}_2 \rightarrow 2\text{CO}_2$ reaction which, in turn, results in release of energy unavailable under normal conditions. This reduces the amount of fuel necessary for a given job, thereby resulting in more m.p.g.

Briefly, then, water injection aids carbon combustion by catalytic action of the water, giving an increase in thermal efficiency, hence power output, acceleration and pulling power. It should be understood that the foregoing is merely an outline of my idea.

B. DAINES

Norwich.

Women Motor Cyclists

Big 'Uns Should Not Mock the Tiddlers

I WOULD like to comment on a remark made by Mrs. A. Foulsham in her letter in *The Motor Cycle* for June 5 that "very few scooter clubs are interested in rides of 250 miles; all they seem to do is trot round the square a few times." Such is certainly not the case. While 250 miles may be a bit of a stretch for a comfortable day's run on a one-fifty ridden two-up, the club with which I ride frequently does up to 200 miles. The other Sunday, for instance, 170 miles were covered.



"He did make a proposal last week . . . that I should lend him £70 towards a new five-hundred"

There is no sense in the big 'uns running down the tiddlers. I ride a 500 c.c. machine but, recently acquiring a girl friend with a scooter, I have had the pleasure of riding pillion and must admit that I have been most impressed by the performance (of the scooter, of course). We cruise at 40 to 50 m.p.h., admittedly at fairly high revs and sounding rather like an angry bee, but with little loss of comfort which is more than compensated for by economical running costs. Goliath mocked David and look what happened to him!

London, S.E.26.

"TUC. 158"

Teach Your Wife to Drive the Family Outfit

YOUR correspondent F. Adlington (May 22) is, in my experience, unique among motor cyclists. His illlogical attitude towards women riders is happily very rare. The differences between the two models of homo sapiens, interesting though they undoubtedly are, do not hinder either from becoming a skilful and enthusiastic motor cyclist. Proof? Certainly. My wife, though no mighty Amazon, learned to drive my ES2 to which is attached a heavy two-seater sidecar. On passing her M.O.T. driving test (at the first attempt) she was complimented by the examiner on her skilful handling of the outfit. (How many tests did Mr. Adlington take before he was considered competent?)

In view of our experience, my wife and I would strongly recommend any family man with a sidecar outfit to teach his wife to drive. Apart from the obvious advantages of having a relief driver for long runs and easier, more selective mid-week shopping for the wife, the children's long summer holiday from school becomes a full holiday instead of being confined to dad's annual fortnight and weekends.

"HSF 903"

Leeds, 11.

Couldn't Care Less

Eleven Garages Refused a Puncture Repair

NORMALLY I do minor repairs myself. However, the other day on the way to work I found that I had a puncture in the front tyre and, not having enough time to repair it myself while at work, I decided to ask a garage to do it so that I could pick up the machine on my way home at night.

Altogether I visited 11 garages all willing to repair a car tyre, but refusing when told that it was a motor cycle; several, indeed, pointed out that it was against their rules to handle a motor cycle. Are motor cyclists therefore to sit at the roadside and do their own repairs while the garages stay open just for car owners who, nine times out of ten, carry a spare wheel anyway?

Stalybridge, Cheshire.

J. P. P. BELL

Attitude of Garage Proprietors Would Change if . . .

YOUR correspondent who complained of the refusal of garages to deal with tyre trouble (June 12) may rest assured that if ever the day arrives when motor-cycle wheels can be removed and replaced as quickly and easily as car wheels can, garage proprietors' attitude will change. Thirty years ago many motor cycles were fitted with quickly detachable and interchangeable wheels—to mention only a few: Rudge, A.J.S., Sunbeam, Norton, B.S.A., Chater-Lea, Matchless, Raleigh.

With some so-called machines today one has to be a cross between a Houdini and an all-in wrestler to change a wheel; sometimes it is an exhausting job taking quite a long time. In an editorial in 1928 you asked: "Is it too much to expect that by this time next year all machines will be fitted with quickly detachable and interchangeable wheels?" Evidently it was.

Bramhall, Cheshire.

G. BOWKER



"This particular unit is best described as an infernal combustion engine"

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.



BULLETIN

THRUXTON 500 MILES RACE - JUNE 21

SINGLE-CYLINDER CLASS
(Up to 1000 c.c.)

1st Brian Herbert and Gerald Turner

NORTON

SINGLE-CYLINDER CLASS
(Up to 350 c.c.)

1st Tony Jeffery and Louis Carr

B.S.A.

(Subject to official confirmation)

*"Yes, and won
on exactly the same petrol I'm
putting in your
tank now!"*

**GOLDEN
ESSO EXTRA**

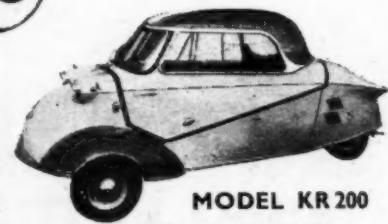
**Finest petrol
in
the world**



DRIVE THE BETTER WAY DRIVE A Messerschmitt



Here is transport for the man or woman who wants to get about quickly at less than the cost of the bus fare. Easy to run, it costs less than 2½d. a mile, including tax and insurance. The Messerschmitt sports convertible and sports saloon are practical vehicles; they accommodate 2 adults and a child; cover over 85 miles to the gallon at a cruising speed of 53 m.p.h. and are capable of a maximum speed of 65 m.p.h. Fun to drive, safe, sturdy and reliable, the Messerschmitt nips through traffic and is so easy to park. Yes, it's just the car for work or play!



Try it yourself at your local dealer.

SOLE CONCESSIONAIRES THROUGHOUT THE U.K.

CABIN SCOOTERS (Assemblies) LTD.

80 George Street, London, W.1 Telephone: HUNter 0609



COMPETITION
COMMENTARY

Flagging at Scrambles

Cut Out the Last-lap Signal : Criticism of Riding Standards : Time-cum-observation Trials

A STAUNCH advocate of the international system of flagging at scrambles (where each rider is flagged off when the winner has crossed the finishing line), I am sorry to see some organizers adopting it without discarding the last-lap flag. What complications might arise? Well, suppose the leader has lapped all other riders by the time he begins his last lap and he then has to retire. What happens to the rest of the runners? Remember, they have already received the yellow-and-black flag, so next time round they will have to be given the chequered flag. But even the winner will have done one lap too few!

FIFTY-YEAR-OLD Frank Chambers from Newcastle under Lyme, many times competitor in the British Experts' Trial and now an ardent participant in long-distance semi-sporting trials and rallies, is concerned at what he describes as the deplorable standard of riding in such events as the Exeter and Land's End trials. Checking the special test times on the Land's End Trial, I see that Chambers, although riding a scooter, clocked better times in each test than the average, so I feel that his criticism must be valid. Many competitors rode *pukka* trials machines and for them to have been beaten by a scooter certainly warrants Frank's use of the word deplorable.

THE varied standards of riding along the rain-soaked Ridge Way in the Sunbeam "200" would have interested Chambers. Many competitors (including some on Army

BY RALPH VENABLES

machines) reached the end of the 33-mile section with as much as 20m in hand, yet others, on more suitable machinery, were excluded for being more than half an hour late. The required average speed was a modest 16.5 m.p.h. Too fast? Some riders complained that it was too slow!

INCLUSION of this 33-mile stretch of Ridge Way (which for most of the distance is a wide downland track with a grassy surface and occasional ruts) caused raising of eyebrows and tut-tutting of tongues in some quarters. Personally I felt that the clerk of the course had made a wise choice. When I used to plot the route for the "200" I made a point of including at least one historic trackway each year—Harrow Way, Lun Way, Shaftesbury Drove and so on. Next year, if I have any say in things (which I doubt), the *pièce de résistance* will be the Ox Drove south-west of Salisbury. To anyone with an interest in rural England in general (and archaeology in particular) these ancient green roads have a fascination which not even 16.5 m.p.h. on a wet night can quell for very long.

AFTER months of tedious correspondence with the West Sussex County Council, the following letter has reached me: "The appropriate committee of the County Council has considered your application to include

certain bridleways in the South-Downs Trial on August 17, and has agreed that consent be given." This is something of a milestone in the battle which trials organizers have been waging ever since the restriction on the use of footpaths and bridleways was introduced in 1956, for three important facts emerge: (a) it is the first time permission has been granted in West Sussex, (b) permission was refused for the use of the same tracks last year, (c) the permission has been given in the face of opposition from all parish councils concerned. At last it seems that trials organizers in Sussex are to get a fair crack of the whip.

STILL a talking point with competitors is the Haslemere Club's Punch Bowl Sporting Trial—a Scott-type event which seems to have opened the eyes of ordinary South-Eastern Centre clubmen to the hitherto unsuspected delights of time-cum-observation trials. "Let's have more of them," they clamour. But where? For an entry of well over 200, a 12-mile circuit is barely long enough, yet that is just about as much as one can squeeze out of Weaver's Down. Large areas of private ground or semi-private moorland are scarce almost to the point of non-existence in the home counties, but I have often cast covetous eyes on those remote tracts of the New Forest where the Ringwood Club holds its national Perce Simon Trial. A Scott-type event there, on a 20-mile course, could prove the most popular trial in the South.

Killinchy "150"

THE County Down rider J. McGimpsey, (348 Velolette) on Saturday won the 150-mile handicap race of the Killinchy Club run over the Dundrod course, Northern Ireland. His average speed was 72.71 m.p.h. With a handicap allowance of two laps and four minutes, McGimpsey rapidly moved up from midfield until by half distance he was challenging the leader, J. J. Miller (348 A.J.S.). There were 66 starters and the race was fought out in steady drizzle; occasionally there were even patches of fog at the Hairpin Bend.

Early in the event R. T. Johnston (248 Excelsior) led the field, with J. Winstanley (249 Rudge) close behind and W. L. Scott (199 Triumph) in third place; all three had large allowances. R. Wylie (249 A.J.S.) moved into second place and then Miller displaced him.

At that stage the main interest in the race switched to how long Ralph Rensen (348 Norton) could hold his one-minute advantage on handicap over the Ulsterman, Bob Ferguson (499 Norton). Ferguson had a stop at the pits to make an adjustment but was soon on the move again in an effort to whittle down the gap. He went on to make fastest lap of the day at 77.83 m.p.h., which was very good considering the rain.

Ulster fans were keen for a battle between Rensen and young Tom Robb (247 N.S.U.), both of them on the minute mark. But Robb had a series of stoppages, one owing to trouble with his goggles, and eventually retired, but not before making fastest 250 c.c. lap. A feature of the event was a fine duel between last



B. Beardsworth (348 A.J.S.) goes wide at the Dundrod hairpin to make way for Bob Coulter (348 B.S.A.) who was second both in the handicap and the 350 c.c. scratch race

year's winner, Bob Coulter (348 B.S.A.), and F. Gordon (499 Norton). With only one lap to go, W. White (499 Norton) looked a certainty for second place but he went out with mechanical trouble and Coulter came through to take second berth on handicap.

Handicap.—1. J. McGimpsey (348 Velolette), 1h 51m 9s, 72.71 m.p.h. (allowance, 2 laps 4m); 2. R. Coulter (348 B.S.A.), 1h 55m 33s, 74.78 m.p.h. (1 lap 2m 30s); 3. R. McBrinn (348 Norton), 1h 56m 7s, 74.41 m.p.h. (1 lap 2m 11s); 4. D. Crawford (348 Norton), 1h 56m 45s, 73.55 m.p.h. (1 lap 3m 30s); 5. A. Brown (348 B.S.A.),

1h 57m 5s, 71.46 m.p.h. (2 laps); 6. M. Brosnan (499 Norton), 1h 57m 19s, 71.51 m.p.h. (2 laps); 7. R. Ferguson (499 Norton), 1h 51m 57s, 74.81 m.p.h.; 8. T. W. Holmes (B.S.A.), 1h 54m 2s, 71.81 m.p.h.; 9. Brosnan. **Fastest Lap**.—Ferguson, 5m 43s, 77.83 m.p.h.

350 c.c. Class.—1. R. B. Rensen (Norton), 1h 53m 33s, 75.78 m.p.h.; 2. Coulter; 3. McBrinn. **Fastest Lap**.—Rensen and Coulter, 5m 44s, 77.61 m.p.h.

250 c.c. Class.—1. S. Hodgins (Velolette), 1h 52m 21s, 67.63 m.p.h.; 2. D. Andrews (N.S.U.), 1h 56m 7s, 66.28 m.p.h.; 3. R. T. Johnston (Excelsior), 1h 55m 31s, 65.26 m.p.h. **Fastest Lap**.—T. Robb (N.S.U.), 5m 27s, 74.78 m.p.h.

Visitor's Award.—J. E. Griffiths (499 Norton).



Left : This map, showing a section of Hadrian's Wall, is based on the Ordnance Survey and is reproduced by permission of the Controller of H.M. Stationery Office; Crown copyright reserved. Below : "The wall goes over the Whin Sill Crags." This picture shows the great Roman structure from Cuddy's Crags, Northumberland

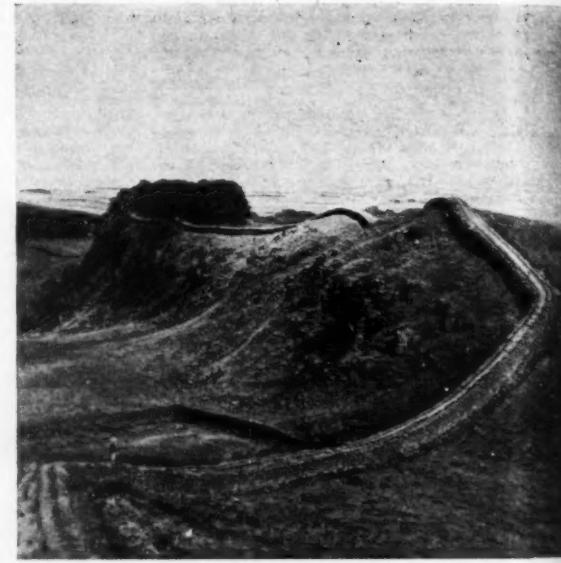
Over the Roman Wall

PAUL BLACK AND HIS FAMILY CAMP AND
SAMPLE THE DELIGHTS ON BOTH SIDES
WITHOUT INCURRING BLOODSHED

THE streets were still empty as the family sidecar outfit, and trailer slipped through the suburbs and headed north. It was just as well, for the dog, Snuff, who always howls his delight when starting out on a camping tour, was in remarkably good voice. Our early start was rewarded by light traffic and we were soon past Doncaster, following A1.

I have often wondered what happens when a trailer tyre punctures. Does one drive on in blissful ignorance until the tyre comes off and the spokes go one by one? Twice in the day's run the question was almost answered. At Ferrybridge a motorist waved us to stop just in time. The tyre was flat but inflatable. Jane on the pillion kept an eye on it until we reached Wetherby and bought the last tube they had. Then at Boroughbridge, wanting a scenic background to our wayside lunch, we turned aside to the Devil's Arrows. These monster standing stones, by the way, out-top even Stonehenge: the tallest is 22ft high. Using one of them as a back-rest, I was enjoying a post-prandial pipe when Mary reported that the other trailer tyre was as flat as a pancake. Once again the repair was easy. In due course we dropped from the Durham hills into Northumberland. The Panther's long haul was nearly over. At Hexham we turned south to a camp site at Dipton Mill. It was 4 p.m. and, with 170 miles on the clock, we were ready for the high-tea my wife produced from somewhere in the sidecar nose.

We soon realized that Northumberland was not going to be the austere county we had expected. Our tents overlooked Dipton Burn which might have been a Devon coomb. There were wild flowers growing beside the stream, a rock pool for bathing and miles of luxuriant woods reputed to be the haunt of badgers and roe deer. In contrast we found grim old castles and towers, relics of the time when border raids were an every-



day occurrence. For example there were the Moot Hall at Hexham and the Gatehouse which makes Blanchland a village fortress; at Corbridge even the vicar had his Peel Tower.

But they were mere medieval frippery. What we had come to see was the Roman Wall. Stretching for 73½ miles from Tyne to Solway, this frontier of the Roman Empire was built by Hadrian in A.D. 122 to 126. Kipling's centurion in *Puck of Pook's Hill* declared: "Old men who have followed the Eagles since boyhood say nothing in the Empire is more wonderful than the first sight of the Wall." Our first sight of it was at Brunton, four miles north of Hexham. Though now only a third of its original height, the Wall impresses by sheer incongruity—ancient Rome in an English meadow! From nearby Chollerford we turned west along B6318 and toured the actual line patrolled by the Roman sentries; the road is laid on the Wall's foundations. Farther on the road veers south-west to avoid the Whin Sill Crags but the Wall, now magnificently spectacular, goes straight on over them. Parking the outfit, we climbed up to it past the fort at Housesteads and from Cuddy's Crags gazed over the bare, rolling hills to the Cheviots. Standing there, we wondered what it felt like to be a Roman soldier waiting for the Painted People to spring an attack. There is much else to see besides the Wall. For two whole days we ferreted about among the ruins from Corstopitum (Corbridge) to Vindolana. We strolled in pagan

temple
and a
Bac
fit cle
and t
disper
apre
phot
I tho
over
handic
coast.
Bellin
Rothl
50 mi
ing o
and u
the se
Cra
smoke
differ
As fo
and c
you to
More
anity
there
mecha
water
spirits
which
Then
pillion
three
water

From
Occas
cally
take
spot,
bly pe
To

Another
land sh
castle a
and the
ther v

temples, sat in Roman baths, explored barracks, mile castles and all the rest.

Back at Dinton Mill we met an enthusiast with a Triumph outfit cleverly fitted out for carrying camping gear. Brackets here and there supported quickly detachable cases, enabling him to dispense with a trailer and still find room for his family. Snuff appreciated the encounter because he was identified from a photograph published in *The Motor Cycle* three years previously. I thought about the Triumph outfit next day and wondered if, over these serpentine Northumberland roads, it might prove handier than our own. We were moving on over the Wall to the coast. We had a wonderful run up the North Tyne valley to Bellingham, through the hills to Otterburn, down the Coquet to Rothbury and on through Alnwick. It would be hard to find 50 miles of more delightful scenery—or 50 miles more demanding on clutch and gears. After innumerable twists and turns and ups and downs we reached Beadnell, set up our tents by the sea and devoted the next few days to exploring the coast and eating kippers.

Craster kippers, landed in the morning, pickled by midday, smoked in the afternoon and ready by teatime, are a very different kettle of fish from those proffered by the city fishmonger. As for the coast, you have quaint fishing harbours, sands, dunes and castles romantically poised above the sea. A boat trip takes you to the Farne Islands with their seals, guillemots and puffins. More accessible is Lindisfarne or Holy Island, cradle of Christianity in the north of England, for at low water you can ride there over the sands. One fine morning we joined a queue of mechanically propelled vehicles waiting on the causeway for the water to subside. Before that happened, though, the bolder spirits were already splashing through. First across was a van which stuck and had to be pushed to land by wading hikers. Then came a couple of scooters and a lightweight with a girl pillionist. We were last of them all, the Model 100 being but three months old and its owner fussy about the effect of salt water on polished aluminium.

From the end of the causeway we crossed 1½ miles of sands. Occasional refuge towers and a wrecked and rusty car optimistically labelled "For Sale" indicated that it would be unwise to take liberties with time and tide. The island, a charming, remote spot, has a ruined priory in pink sandstone and a castle incredibly perched on a pinnacle of rock.

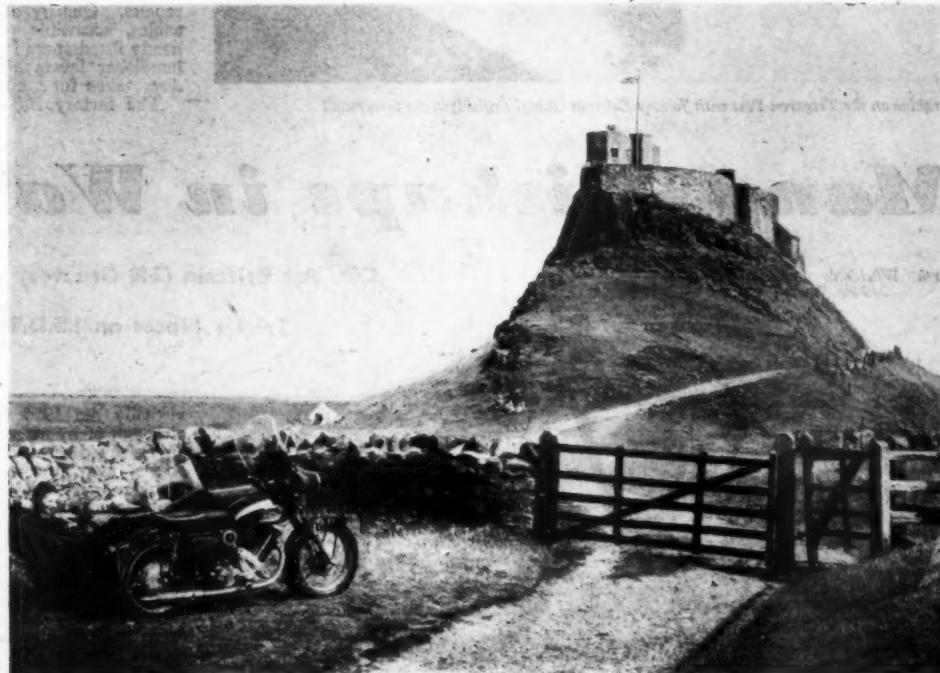
To enter Scotland from these parts you simply turn west.

In this way we crossed the border and found an excellent camp site beside the Tweed at Dryburgh. With its river scenery, ruined abbeys, peel towers and Sir Walter Scott associations the Tweed valley is a tourists' paradise. Alas, on this occasion it also proved to be a photographer's purgatory: the sun refused to shine! Returning to England by Carter Bar, we overhauled a Lambretta with sidecar heavily laden with camping gear and its passenger on the pillion. I marvelled how the tiny outfit had managed the long climb to the border. However, any feelings of superiority were paid for later on. Recrossing the Wall near Corbridge, we took to the hills through Edmondbyers, Stanhope and Egglestone. It had been a day of thunderstorms and cloud-bursts. Shreds of torn clouds hung mistily about us. Through them we glimpsed wild moorlands as the road climbed above 1,400ft. Then, just beyond Stanhope, it happened! On a modest 1 in 6 gradient we stalled in bottom gear. Partly choked jet? Whatever the cause, it was a decidedly chastened Panther owner who later that evening slowly drew into the camp site at Barnard Castle.

After a night of torrential rain, High Force was the obvious choice for the next day's run. Duly impressed by this magnificent waterfall, we turned back by Lune Dale and over the fells to Brough to see the castle. Then, atoning for the previous day's defeat, the outfit swept us up in fine style to Tan Hill Inn which, at 1,732ft, is England's highest hostelry—and surely one of the loneliest, too. While we refreshed ourselves two audacious white goats pestered us for biscuits, clambering all over the sidecar much to the embarrassment of Snuff who had never met their kind before.

One day we must go back to Barnard Castle. There is Egglestone Abbey to see, to say nothing of Roman remains, castles, dales and moors. But next time we shall avoid the season of wasps. I have never seen so many. They got into everything. Some even went with us to our last camp of the tour at Rievaulx Abbey in Yorkshire, flying out when we unpacked the trailer. Unnerved by that experience at Stanhope, I had shirked 1 in 4 Sutton Bank, approaching Rievaulx through Thirsk, Coxwold and Helmsley. It is a lovely district, this "brotherhood of little valleys" as Dorothy Wordsworth called it, and it provided a fitting conclusion for our north-easterly tour. It was our first time over the Roman Wall. We thought the country on both sides quite superb but I will not risk border warfare by saying which we preferred!

Another Northumberland shot—showing the castle at Holy Island and the author's Panther and Watsonian





Sunshine on the Tregaron Pass with Johnny Brittain (Royal Enfield) in the foreground

FROM Wednesday to Saturday last week Llandrindod Wells was the scene of combined operations by the Mid-Wales Centre and the Auto-Cycle Union. First there was the Welsh Three-Day Trial (into which were woven the A.C.U.'s selection tests for this year's International Six Days' Trial) and, secondly, came the Welsh Trophy Trial on the Saturday. So from Tuesday evening until Saturday night Llandrindod was a hive of activity.

The Three-Day Trial attracted an entry of 55 solos and three sidecars, and among the former were 24 I.S.D.T. Trophy and Vase team aspirants who, in addition to competing in the trial itself, were required to undergo mechanical tests which had to be carried out during the trial.

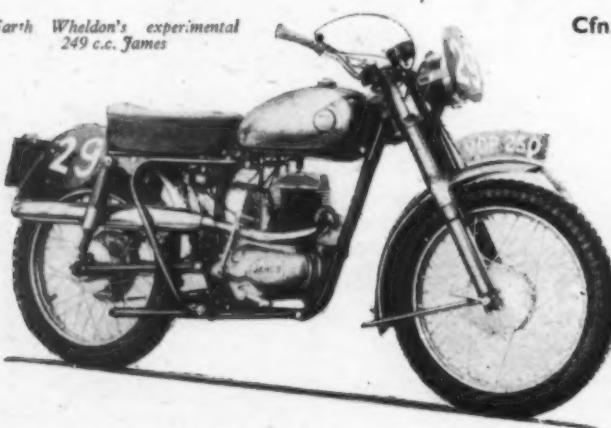
Three Francis-Barnetts and one James were fitted with sports rear tyres and the three Royal Enfields with similar tyres front and rear—hence the riders were ineligible for awards because, under A.C.U. rules, only approved pattern trials tyres are permitted on public roads. The riders concerned wanted to gain further experience of sports tyres before making up their minds on the equipment of their machines should they be selected to ride in the British teams. (This year's I.S.D.T. takes place in Bavaria from September 22 to 27.)

The round-up of I.S.D.T. "possibles"—all of whom had to compete at a higher speed schedule than most of the private entries—made an impressive sight with their gleaming machines on the sunlit Tuesday evening. Almost all the machines were modified in the accepted I.S.D.T. style to provide the minimum hindrance to adjustments and running repairs. Quickly detachable wheels and cables, accessible tools, air bottles and neatly fitted spare footrests, brake pedals, handlebar levers and spokes are, these days, taken for granted.

The factory B.S.A. Gold Stars were

Many Mishaps in Wales

Garth Wheldon's experimental 249 c.c. James

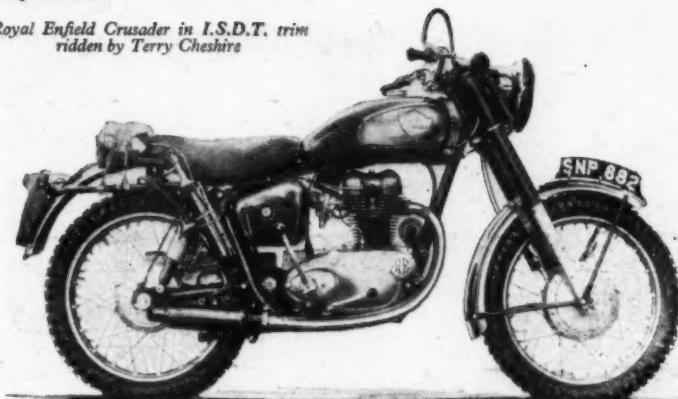


Cfn. Pat Brittain (248 Greeves) Wins Three-Day

Trial : Notes on I.S.D.T. Models

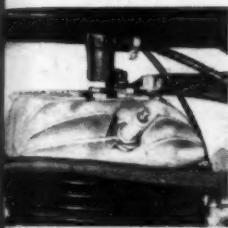
virtually the 1956 I.S.D.T. jobs which, although of by no means pristine appearance, looked as businesslike as ever. The Ariels, too, were straightforward, workmanlike jobs. Basis of the 348 c.c. Matchless ridden by Bob Manns is the scrambler model modified in a number of details to make it suitable for road use. Since a silenced exhaust system must be employed, standard cams are fitted. Like the pressed-steel primary chaincase of earlier models, the light-alloy case has a dome in sheet aluminium retained by six screws passing through open-end slots. When the screws are loosened the cover

Royal Enfield Crusader in I.S.D.T. trim
ridden by Terry Cheshire

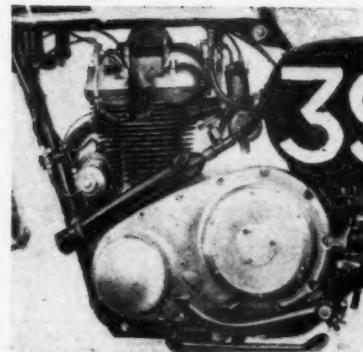
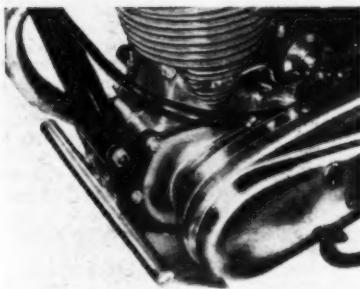


Left: A spare sparking plug is fitted in the head of Ernie Smith's Francis-Barnett

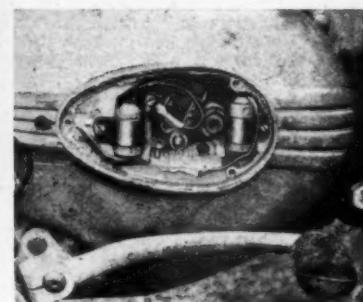
Below: Brittain's Royal Enfield has a transverse bar with steel flaps to protect the oil-pump housing on the right side and the chaincase on the left side



Chain oiler fed from the fork leg on Greeves models. The bolt in the top of the cover provides a hook for the end of the chain when necessary



Quickly detachable dome on the light-alloy chain-case of the 348 c.c. Matchless ridden by Bob Manns. The picture was taken during a plug change



Above: Accessible condenser on the Villiers engine of Brian Stonebridge's Greeves. The condenser on the right is a spare. Jack Simpson's 248 c.c. Greeves is shown below



can be turned a few degrees and detached, so that the clutch is accessible.

An oil tank is fitted within the rear sub-frame tubes on the left side and, matching the tank on the right side, is a large-volume air filter, which can be reached for cleaning purposes within a matter of seconds.

One of the most interesting models is the experimental Royal Enfield 248 c.c. Crusader ridden by Terry Cheshire. The engine is pepped up, with raised compression ratio, special cams and a light-alloy cylinder head. The machine is said to be capable of about 80 m.p.h. Other non-standard fittings are a 7in-diameter front brake in the full-width light-alloy hub and light-alloy, blade-type mudguards.

Simplified ignition and lighting equipment is employed. Instead of the standard Lucas A.C. generator system with its rectifier and battery, four of the generator coils feed a special high-tension coil for ignition purposes and the two remaining

stator coils provide current for direct lighting. Hence in the Lucas energy transfer system, as the new equipment is called, the rectifier and battery are dispensed with—an advantage that results in weight saving as well as simplicity.

Another variant on the electrical side is direct ignition and lighting from the Wipac A.C. generators of the factory Francis-Barnett and James machines fitted with the two-fifty A.M.C. two-stroke power units. The direct ignition system is, of course, standard on the Scrambler 82 Francis-Barnetts and the models for the

I.S.D.T., like Manns' Matchless, have a distinct affinity with the production scramblers.

Electrical modifications also appear on many other machines including the three-fifty Royal Enfields, Manns' Matchless and the 498 c.c. Triumph ridden by Roy Peplow. In these instances ignition is by Lucas magneto and the A.C. generator is adapted to provide direct lighting only.

Garth Wheldon's James is a prototype competition model being developed for the 1959 range. The tubular frame is of particularly robust construction with the top



Left: Arthur Prince keeps an eye on Brian Sharp (249 Francis-Barnett) as he carries out the chain test. Ahead of him are Eric Adcock (248 Dot) and Terry Cheshire (248 Royal Enfield). In light coat and beret is Jack Stocker. On the right, Sid Wicken (347 Matchless) is removing a rear shock-absorber leg.



tube curving downward to form the seat member which is attached to the lug for the pivoted rear fork. The front fork is an A.M.C. Teledraulic.

Outstanding for the forethought that has gone into their preparation are the 248 c.c. Greeves models used by Brian Stonebridge and Jack Simpson and the 225 c.c. jobs ridden by some of the Army riders. (Other Army nominees were on 248 c.c. Dots.) The 248 c.c. units have Vale-Onslow barrels (as have the Dots) on Villiers 9E (197 c.c.) bottom halves and Amal Monobloc carburettors.

Brake drums are stiffened by large, shrunk-on, light-alloy finning which also aids cooling. The left-side leg of the pivoted rear fork is employed as the reservoir for the chain oiler with an accessible filler in the pivot tube. Most cunning modification of all is the repositioning of the ignition condenser so that it can be reached easily when the contact-breaker cover—retained by three screws—is taken off; more than that, a spare condenser is fitted in place and can be brought into use simply by loosening a screw, pulling out one spade terminal and inserting another under the screw head.

Tuesday night's good weather forecast was amply fulfilled on Wednesday when the rolling hills around Llandrindod were a vivid green beneath cloudless skies. Only Eric Adcock (248 Dot) experienced real difficulty in starting; eventually he got away with his engine misfiring and spitting back, but after lunch he retired with seizure. Other victims of the same trouble were two of the Army teamsters on Dots—Sgt. Alec Nicholson and WO2 Jim Day—and J. G. Ferguson on an interesting two-fifty Villiers twin V.S. & S. (Victoria Sales and Service). Dave Curtis (347 Matchless) retired with a split petrol tank, and Gordon Blakey (497 Ariel) and Bill Faulkner (249 Francis-Barnett) and Albert Glassbrook (496 B.S.A.) were plagued by tyre trouble; all lost marks.

Another unfortunate was Dave Bryant, the one-legged driver of an immaculate 592 c.c. A.J.S. with Garrard sidecar. His special gear-change mechanism broke and, shortly afterwards, he lost his way; in the circumstances he did uncommonly well to drop only nine marks.

On the whole, the time schedules were easy—thanks to dry roads and excellent route-marking. But it was noticeable that the competition tyres showed an alarming amount of wear by the end of the day. True, much of the going was rough and rocky, yet the ordinary trials covers suffered hardly at all. There were two special tests—a “go-stop-go” in the morning and a brake test after lunch. John Giles (649 Triumph) overshot the line in the latter (a lapse which was to cost him a vital mark). The easy conditions were reflected in the fact that of the 55 starters 36 finished with clean sheets. Riders with competition tyres were saying that it would be all right when the rain came!

And come it did—in the small hours of Thursday morning. Throughout the day the rain continued, occasionally made more objectionable by swirling hill mist. Schedules were proportionately more difficult to maintain. An additional problem was the almost complete absence of petrol pumps on the route; many riders found themselves with dry tanks. Frank Woodward (498 Matchless sc), until then the only unpenalized sidecar competitor, ran out of fuel miles from civilization and gave up in disgust. So did several others.

First to drop out on Thursday morning had been John Harris, with a broken front fork on his 197 c.c. James. Dave Curtis, who had fitted a replacement petrol tank, crashed heavily and retired with a bent front wheel and fork (and four bent tar barrels which were in his line of fire!). Peter Taft (499 B.S.A.), too, went out with a damaged front wheel, but Arthur Lampkin (348 B.S.A.) was able to press on despite sticking throttle slide which caused him to run out of road in hectic fashion. Peter Stirlane (346 Royal Enfield) lost nearly an hour rectifying a front brake fault and Terry Cheshire retired with a disintegrated clutch.

The main mark-loser for I.S.D.T.-team aspirants turned out to be the time check at Cefn Coch—shortly before which the riders had been stopped and told to remove and replace their front tubes. The schedule was particularly tight and all lost marks there except Triss Sharp (249 Francis-Barnett) and John Giles. Sharp, like Roy Peplow (498 Triumph), was shaping

brilliantly in his first I.S.D.T. tests, but he had already forfeited a mark for late arrival at the Claerwen check after coping with a “drowned” engine. Giles, of course, had lost that mark on the previous day's brake test—so by Thursday evening every “fast-schedule” man had dropped marks except John Houghton (197 James). Ironically, Houghton was not one of the I.S.D.T. nominees. It had been a testing day indeed, and only seven riders besides Houghton remained unpenalized.

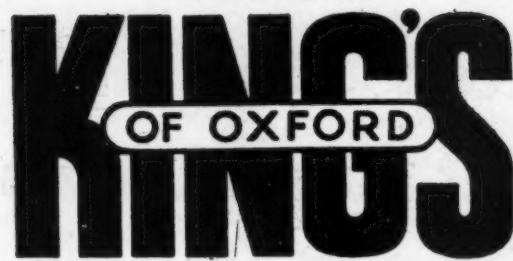
The weather was much better on Friday, but incidents continued to come thick and fast. Right at the outset, Brian Sharp (249 Francis-Barnett) had a seven-minute struggle before his engine would start, then Garth Wheldon retired with a total absence of sparks and Ernie Smith (249 Francis-Barnett) retired after a 50 m.p.h. front-tyre burst had deposited him smartly in the river. Tim Gibbes (497 Ariel) dropped out with seized suspension (fore and aft).

Arthur Lampkin's rear brake ceased to operate, Terry Cheshire and Peter Fletcher (246 Royal Enfield) each had punctures (two for Cheshire), and both Stirlane and Bryant dropped marks for late arrival at a time check when they lost their way. But Bryant, as the sole sidecar survivor, had only to finish in order to win his class—and what an ovation he received at the prize presentation that night! In the solo category, however, there were six clean sheets—so combined times of all special tests were required to find the winner.

Dragon Trophy (best performance).—Cfn. P. N. Brittain (248 Greeves), 0 marks lost. **Stockton Bowl** (best performance, fast schedule).—J. B. Houghton (197 James), 0. **Radnor Cup** (best sidecar).—D. Bryant (592 A.J.S.), 0. **Seniors Cup** (best Army rider).—C. D. H. Brookham (498 B.S.A.), 0. **Best 175 c.c.**—J. C. Bodenham (174 D.M.W.), 0. **Best 250 c.c.**—Cfn. R. S. Hart (248 Greeves), 1. **Best 350 c.c.**—J. S. Pigott (347 Matchless), 0. **Best 500 c.c.**—R. Hobbs (498 Matchless), 0. **Best Team** (slow schedule).—Army A.C.C. (C. P. N. Brittain, Gfn. R. S. Hart, Sgt. T. H. Challenor), 4. **Best Team** (fast schedule).—Triumph (J. R. Giles, R. S. Peplow, K. Meanes), 7.

Special First-class Awards.—1: R. Giles (649 Triumph), 1; R. S. Peplow (249 Triumph) and B. Mann (348 Matchless), 1; K. Houghton (498 Triumph), 4. **First-class Awards**.—E. D. Chilton (649 Triumph), 1; J. G. Ferguson (249 V.S. & S.), 2; Sgt. T. H. Challenor (245 Greeves), 3; W. Sagar (347 Ariel), 10. **Second-class Awards**.—S. R. Peplow (498), 5; R. Hobbs (498 Matchless), 5; B. G. Stonebridge (248 Greeves), 6; B. W. Martin (499 B.S.A.), 7; J. M. Simpson (248 Greeves), 8.

(Please turn to the next page for the report on the Welsh Trophy Trial.)



**SUPPLIED THE TRIUMPH 110
ON WHICH MIKE HAILWOOD AND DAN SHOREY
WON THE THRUXTON 500 MILE RACE
FOR "THE MOTOR CYCLE" TROPHY**

This Triumph was a perfectly standard model from the stock of King's of Oxford, and apart from the ordinary check-over and 300 miles running-in, finished without being touched.

We had so much faith in our Triumph machine that we did not even have a solitary spare in the pits apart from a rear tyre.

FOR YOUR NEXT MACHINE

MAKE IT A TRIUMPH FROM KINGS

(Result subject to official confirmation)

19 NATIONWIDE BRANCHES TO SERVE & SERVICE YOU

OXFORD
MANCHESTER
BIRMINGHAM
WOLVERHAMPTON
HALIFAX
HASTINGS
GLASGOW
BLACKBURN
LEICESTER
WORKSOP
PLYMOUTH
BRISTOL
HEANOR
SLEAFORD
LUTON
BRIGHTON
BURY
BOLTON
LEIGH

P.O. Box No. 9, New Road.
770, Chester Road.
18/20, Bristol Street.
1, Birmingham Road.
25, Horton Street.
Norman Road, St. Leonard's.
55, Hamilton Road, Tollcross.
25, Penny Street.
Belgrave Gate.
Carlton Road.
Wolseley Road, Milehouse.
Stokes Croft.
34, Market Street.
30, Boston Road.
Park Street.
75, Grand Parade.
43, Bolton Street.
122, Moor Lane.
Market Buildings.

Fill in this coupon NOW and send it to:

**KING'S, NEW ROAD, OXFORD or
770, CHESTER RD., STRETFOARD,
MANCHESTER.**

I'm thinking of buying a
Please send me list and all the gen. for a deal to save me
£££'s and give real satisfaction.

NAME

ADDRESS

We recommend

SHELL
X-100
MOTOR OIL
for every bike

B/26/6

THE MOTOR CYCLE

Another victory for BP

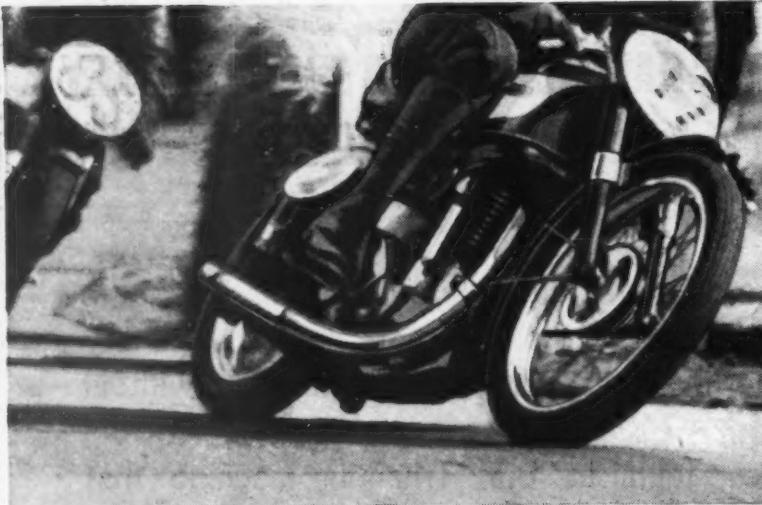
Thruxtion 500 mile Race

won on

BP Super Plus

and

BP Energol



GENERAL CLASSIFICATION
ALSO 351/1000 cc
TWIN CYLINDER CLASS

1st TRIUMPH
Mike Hailwood
and Dan Shorey

2nd ROYAL ENFIELD
Bob McIntyre
& Derek Powell

(subject to
official confirmation)



You too can
use
BP Products
in your
machine

Drive in where you see the BP Sign

THE BP SHIELD IS THE SYMBOL OF THE BRITISH PETROLEUM COMPANY LIMITED



NO CLEAN SHEETS HERE!

Welsh Trophy Trial Last Saturday a Stinging Follow-up to the Three-Day : Gordon Jackson (347 A.J.S.) Wins With No Fewer Than 34 Marks Lost : Frank Darrieulat (B.S.A.) the Best Sidecar

WITH six clean sheets in the Welsh Three-Day Trial (described on pages 822 to 824) which had finished the previous evening, the organizers of the national Welsh Trophy Trial starting from Llandrindod Wells on Saturday were confident that a drastic change was about to take place. And how right they were! The 17 observed sections included in this year's event were so tough that even the winner—Gordon Jackson (347 A.J.S.)—dropped well over 30 marks, and first-class awards went to anyone who contrived to finish below 76.

Seldom can any trial have included such a wealth of natural sections, most of them abounding in rocks and mud. At least half the hazards were as difficult as anything found in a British Experts' Trial, and several of the 116 competitors (107 solos, nine sidecars) were in a state of near-collapse by the time they had struggled to the top of such atrocities as Bongham, Cefnifys and Danygraig. These were the last three hills, and more than one competitor was seen to give them a miss rather than suffer further exhaustion.

But for riders of the Jackson-Brittain calibre it was perhaps the finest test of skill seen anywhere this year and, of the 58 sub-sections which were included in the 69-mile course, only a handful remained unconquered. Sidecar competitors had fewer sections to cover, so that their loss of marks was proportionately lower.

A showery morning gradually gave way to brilliant sunshine, and only the slowness with which results were announced tended to mar a magnificent trial.

With observed sections so extremely difficult it might well have been supposed that award winners would be separated by a wide margin—but, in fact, the marks were close enough to maintain a real needle match to the bitter end. The large crowd of spectators congregated on Danygraig, therefore, not only had the interest of watching brilliant riding but were able to see the final results take shape before their very eyes.

Had either Gordon Jackson or Frank Darrieulat indulged in just one more foot on Danygraig's slimy rocks, then at least one of the premier awards would have changed hands at the last moment—for Johnny Brittain (499 Royal Enfield) and Peter Roydhouse (490 Norton sc) were each no more than two marks behind their respective rivals at the finish.

Best Solo—G. L. Jackson (347 A.J.S.) 34 marks lost. **Best Sidecar**—F. Darrieulat (347 B.S.A.) 28. **Unlimited Sidecar**—P. W. Roydhouse (490 Norton), 30.

Best 175 c.c.—M. B. Smith (148 Cotton), 87. **Best 250 c.c.**—R. S. Peplow (199 Triumph), 38. **Best 350 c.c.**—P. T. Stirland (346 Royal Enfield), 56. **Best 500 c.c.**—J. V. Brittain (499 Royal Enfield), 56.

Best Mid-Wales Centre Resident—D. J. Davies

(197 Francis-Barnett), 94. **Best East-South Wales Centre Resident**—G. Samuel (197 D.M.W.), 63. **Best Club Team**—Sunbeam (G. L. Jackson, J. R. Giles, S. R. Wicken), 146.

First-class winners—C. Slocomba (499 B.S.A. sc), 51; R. Giles (199 Triumph), 39; G. B. Manns (347 A.J.S.), 60; P. N. Brittain (346 Royal Enfield), 61; G. Samuel (197 D.M.W.), 63; R. S. Hart (197 James) and D. Chadwick (197 Dot), 65; D. S. Webber (197 James), 66; B. W. Martin (348 B.S.A.), 67; D. Dore (346 Royal Enfield) and E. Adcock (197 Dot), 68; E. Lee (249 Francis-Barnett), 70; R. Cooper (347 Ariel) and L. Jones (490 Norton), 73; S. R. Wicken (347 Matchless), 75.

Muddy Scramble

UNDOUBTED master of the mud in last Sunday's Kings Norton Club scramble at Feckenham, Worcestershire, was J. Burton (B.S.A.) who won the two major races. A heavy downpour preceding the heats of the 500 c.c. event left some parts of the course at Berrow Hill Farm in a very glutinous condition which clogged wheels and reduced the number of finishers in each heat to a handful. Officials carried out drastic re-routing of the course and, by cutting the number of laps in the remaining events to four, succeeded in producing two closely fought races to end the day.

500 c.c. Race (6 laps)—1. J. D. Stallard (199 Triumph); 2. J. L. Harris (197 Greeves); 3. S. Bickerton (Dot). **350 c.c. Race** (8 laps)—1. R. J. Langston (Ariel); 2. J. Burton (B.S.A.); 3. Stallard (199 Triumph).

250 c.c. Race (4 laps)—1. Burton (B.S.A.); 2. B. W. Martin (B.S.A.); 3. Langston (Ariel). **Unlimited c.c. Race** (4 laps)—1. Burton (B.S.A.); 2. P. N. Taft (B.S.A.); 3. Stallard (Triumph).

Australian Racing

STAR of the Queen's Birthday road-race meeting held at Darley, near Melbourne, Australia, on June 16 was Ken Rumble (Velocette and Nortons). He scored convincing wins in the 250, 350 and 500 c.c. classes and in the Harvey Wiltshire Race. At a race meeting held at Port Wakefield, South Australia, on the same day, M. Parkinson (B.S.A.) scored a surprise win in the Junior Race from George Huse (Norton).

A Buchan Double

THE Aberdeen Club held its first speed meeting of the season at Crimond on Saturday and a good crowd saw a full programme featuring many well-known Scottish riders. The racing opened with an innovation for Crimond—a 200 c.c. race—won by A. Smith on a Ducati well ahead of young J. Gow on a home-brewed machine that looked very much like a Tiger Cub-powered Bantam. G. Bell on another Ducati was in third berth.

The 250 c.c. class developed into a grim little duel between Joe Furneaux on one of the well-known Furneaux Specials and C. Bruce's beautifully prepared Velocette, which finally got ahead near the end.

Jimmy Buchan was a worthy winner on his Parkinson Nortons in both the 350 c.c. and unlimited c.c. classes. In the smaller class he was followed home by G. Bell and Ewan Haldane (Nortons) but in the unlimited c.c. race Bell had the bad luck to seize his engine and A. K. Howth brought into third place



R. J. Goodrum (498 Triumph) lifts the front wheel to clear the step at the foot of Nant Gwilt

the three-fifty Furneaux Norton he handled so well in the I.O.M.

200 c.c. Race—1. A. Smith (Ducati), 60 m.p.h.; 2. J. Gow (Gov Special); 3. G. Bell (Ducati). **250 c.c. Race**—1. C. Bruce (Velocette), 64.5 m.p.h.; 2. J. Gow (Gov Special); 3. G. Bell (Ducati). **350 c.c. Race**—1. J. Buchan (Norton), 72 m.p.h.; 2. G. Bell (Norton); 3. E. Haldane (Norton). **Unlimited c.c. Race**—1. J. Buchan (Norton), 73.5 m.p.h.; 2. E. Haldane (Norton); 3. A. K. Howth (348 Norton).

Parliamentary News

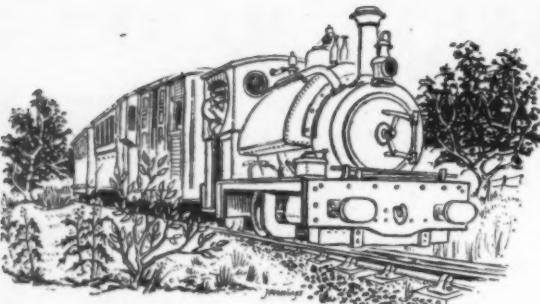
THE Kingsway Tunnel is likely to be brought into use for road traffic. The L.C.C. is now considering a scheme which has been devised for adapting part of the tunnel as an underpass beneath the Strand-Albany intersection.

Regulations will come into force next year to make it obligatory for new lorries to be equipped with signalling indicators conforming to a certain standard. It is a common experience when following large lorries to have to pull out to the crown of the road to see the drivers' signals.

Experimental road signs for the motorways are to be tried out in the Preston area.

For Foreign Tourists

OWNERS of B.S.A.s contemplating a European tour are reminded that a continental guide is available giving details of the whereabouts of B.S.A. dealers in Austria, Belgium, Denmark, France, Germany, Holland, Italy, Norway, Portugal, Spain, Sweden and Switzerland. Copies can be obtained from the advertising department, B.S.A. Motor Cycles, Ltd., Armoury Road, Birmingham, 11. Applications must be accompanied by 3d in stamp to cover postage.



LOOKING AT RAILWAYS

LONG before a schoolboy becomes thrillingly aware of motor cycles his mechanical interest, nine times out of ten, is aroused by the hissing, clanking world of railways—steam for preference, yet there is a fascination in even the red or green writhing electric snakes of London Transport and the Southern Region. The affection often endures, perhaps fading a little with the passing years but brought to the surface by the sight of, say, a plume of steam in a mid-Wales valley. On such an occasion the motor cyclist on holiday may well draw to the roadside the better to watch a Corgi-like, Barmouth-bound 4-4-0 Dukedog, a bitza as ever was, with Duke-class boiler on the frame of a withdrawn Bulldog.

FOR SOME GROWN-UPS the lure of the railway goes far beyond mere watching from the lineside. They form clubs, at the meetings of which the merits of a Class 5 Black Stanier are discussed, or the histories of long-dead minor companies traced. They hire special trains and go off

at weekends to explore little-used branch lines. And in Wales such enthusiasm reaches its peak, for there two of the few remaining narrow-gauge steam lines in Britain—the Talyllyn and the Festiniog—have been rescued from extinction entirely by the efforts of groups of railway lovers who, like those club members who work unstintingly to prepare a new scrambles course, spend their holiday weekends in renewing the track or adding further amenities.

THERE ARE OTHER narrow-gauge lines, of course. Visitors to the Isle of Man will need little reminder of the diminutive Beyer-Peacock tank locos in smart red livery and with polished brass domes. In England there is the Romney, Hythe and Dymchurch Railway, and in Wales the Vale of Rheidol, owned by British Railways, climbing tortuously from Aberystwyth to its terminus at Devil's Bridge. But such lines were built primarily for the summer tourist trade, whereas the Talyllyn and the Festiniog had a more

earthy origin: both were built to carry slate, the Talyllyn to the wharf at Towyn from the quarries above Abergynolwyn and the Festiniog down to the sea at Portmadoc. Passenger traffic, now the mainstay of both lines since the decline of the slate trade, came later.

CLOSED COMPLETELY in 1946, the Festiniog line lay derelict for nearly ten years but the Festiniog Railway Society has progressively reinstated the track and rolling stock until, this summer, a scenic 7½-mile stretch is open from Portmadoc to Tan-y-Bwylch. Back in service, too, is the startling *Taleisin*, with one boiler facing forward, another facing aft and the driving cab in the middle.

AT Towyn Wharf Station, headquarters of the Talyllyn Railway Preservation Society's 27-in gauge line, visitors can study the exhibits in the recently established narrow-gauge museum. Fare for the return journey to Abergynolwyn, 6½ miles away, is 3s. And if ever a locomotive served as a model for Emett's famous *Nellie*...! If your holiday should take you to Wales, see these lines, ride on them both, hear the triple-tone whistle of *Taleisin*. You will enjoy the experience.

ROAD WORKS

ACCORDING to a national survey carried out by the Automobile Association, congestion because of road works is to be expected during the coming week in the following localities:—

Holiday Routes

A48 (Gloucester-Chepstow).—Lydney: diversion for westbound traffic.

A34 (Birmingham-Stratford on Avon).—Hockley Heath: single-line traffic because of sewage works.

A378 (Taunton-Langport).—Marsh Bridge: single-line traffic owing to bridge reconstruction.

A361 (Taunton-Bampton).—Wiveliscombe: road reconstruction two and a half miles west of the town. Frome: Diversion because of excavations.

A380 (Exeter-Torquay).—Diversion of traffic in both directions at Telegraph Hill, between Alphington and Harcombe Moors.

Through Routes

A1 (London-Edinburgh).—Newark-Retford: single-line traffic at Tuxford. Durham-Darlington: Single-line traffic and a diversion at Croxdale, four miles south of Durham.

A3 (London-Portsmouth).—Guildford by-pass: single-line traffic owing to construction of dual carriageway.

A4 (London-Bath).—Box Village, seven miles west of Chippenham: single-line traffic owing to road trenching.

A6 (London-Carlisle).—Penrith-Kendal: single-line traffic one and a half miles south of Shap—road reconstruction.

A5 (London-Holyhead).—Bangor-Bethesda: single-line traffic for a quarter of a mile, one and a half miles west of Bethesda—road reconstruction.

A30 (London-Exeter-Land's End).—From Chard-Honiton, two miles east of Honiton, slight delay because of road widening.

AVOIDING HEAVY TRAFFIC

FOR MANY PEOPLE in the Bradford area a holiday on the Norfolk Broads is a most attractive proposition. To avoid heavy traffic as much as possible, the R.A.C. recommends the following route from Bradford to Wroxham, Norfolk. Leave Bradford by the Wakefield road (A650) and from Wakefield take the Doncaster road. The way then lies through Pontefract, Knottingley, Snaith and Thorne.

From Thorne, leave as for Doncaster and take the A18, bearing right at Scunthorpe by-pass and keep right at R.A.C. Box 327. Two miles farther on by R.A.C. Box 249, turn left on to B1207, then turn right at the cross-roads and proceed through Scawby on to A15.

The next stage leads through Lincoln and onward to A17, which follow through to Sutton Bridge, and from there to A47 through Kings Lynn. That town should be left at the roundabout by Tennyson Avenue to the junction at A149, then on to B1145 to Aylsham. From Aylsham make for Colishall and from there follow the sign to North Walsham, thence to Wroxham. The distance is 188½ miles.

Al
Ba
Ca
Ya
Al
Ca
Ca
D
Ha
D
va
ne
Bo
Es
Cl

26 JU

J
9
5
6.30
7.30
6.5
8
For

page ar
associate
TEAM Pr
smaller
cameras
to 1950
applicab
produce
the typ
posure
advantag
tem is t
stands f
tions o
aperture
give the
the film

All th
arrange
readily
paste th
thin car
priate
into yo
riding—ja

Organize
to intere
holiday
details
"What's
The Mo
House,
London,

WHAT'S ON

Aberdeenshire.—June 28: World Pipe Band Championships, Aberdeen.
Caernarvonshire.—June 30 to July 5: Yachting, National Swordfish Week, Abersoch.
Cheshire.—June 28: Vintage Sports-car Club racing, Oulton Park.
Derbyshire.—June 28: Well Dressing, Hope.
Devonshire.—June 27 to July 5: Carnival, Dartmouth. June 28: Regatta, Totnes. June 30 to July 5: Men's Open Bowls Tournament, Paignton.
Essex.—June 28: Royal Harwich Yacht Club Regatta, Harwich.

Lancashire.—June 30 to July 4: Open Golf Championship, Lytham St. Annes.
Lincolnshire.—June 30 to July 4: Ballroom Dancing Festival, Cleethorpes.
London.—June 28: Final of Greyhound Derby, White City. June 28 and 29: National Rose Society's Summer Show, Royal Horticultural Hall.
Monmouthshire.—June 28: Regatta, Monmouth.
Renfrewshire.—June 28 to July 5: Yachting, Clyde Week, Hunter's Quay and Gourock, River Clyde.
Surrey.—June 28: Village Festival, Brockham Green. June 28 to July 5:

National Small-bore Rifle Association Meeting, Bisley.
Sussex.—June 28: Carnival, Bexhill on Sea. June 30 to July 5: Men's Open Bowls Tournament, Eastbourne.
Westmorland.—June 28 and 29: Morris dancing, meeting of the Morris Ring, Langdale.
Yorkshire.—June 27 and 28: International Clay Pigeon Shooting Championship, Harrogate. June 28, 30 and July 1: Cricket, Yorkshire v. New Zealanders, Sheffield.

(Motor-cycling fixtures are on page 832)

EXPOSURE TABLES
for July and August
FOR FILMS OF SPEED 28° TO 30°

TIME (B.S.T.)		SUBJECT			Shutter Speed
July	August	Dist- ant	Near- by	Close- up	
9 a.m. to 5 p.m.	10 a.m. to 4 p.m.	f/11	f/5.6	f/4	1/100
		f/16	f/8	f/5.6	1/50
6.30 a.m. or 7.30 p.m.	7 a.m. or 7 p.m.	f/8	f/4	f/2.8	1/100
		f/11	f/5.6	f/4.5	1/50
6 a.m. or 8 p.m.	6.30 a.m. or 7.30 p.m.	f/5.6	f/2.8	f/2	1/100
		f/8	f/4	f/3.5	1/50

For films of speed over 30 degrees, use one stop smaller.
For films of speed under 28 degrees, use one stop larger.

The above stops, for the two most useful shutter speeds, apply on a day of hazy sun or a clear blue day with the sun behind a small cloud. In brilliant sunshine, use one stop smaller; if the sky is covered with cloud, one stop larger. On the beach or in open country, use one stop smaller; if the subject is heavily shaded, one stop larger.

From "THE MOTOR CYCLE"

STOP AND SHUTTER SPEED EQUIVALENTS

Shutter Speeds							
1/500	1/200	1/100	1/50	1/25	1/10	1/5	1/2 sec
2	2.8	4	5.6	8	11	16	22
2.8	4	5.6	8	11	16	22	32
4	5.6	8	11	16	22	32	—
5.6	8	11	16	22	32	—	—
8	11	16	22	32	—	—	—
11	16	22	32	—	—	—	—
16	22	32	—	—	—	—	—
22	32	—	—	—	—	—	—

All combinations of the stop-numbers in any one line with the shutter speeds at the head of the table are interchangeable. Thus, if the exposure table gives f/8 at 1/100 sec., 1/500 at f/4, or 1/10 at f/22, may be used instead. From "THE MOTOR CYCLE"

The tables given on this page are compiled by our associated journal **AMATEUR PHOTOGRAPHER**. The smaller charts refer to most cameras manufactured up to 1956. The larger is applicable to many of those produced since 1956—of the type incorporating exposure value shutters. The advantage of the later system is that one single figure stands for all the combinations of shutter speed and apertures—stops—which give the same exposure to the film.

All three charts are so arranged that they may readily be cut out. Why not paste them on a piece of thin card, cut to the appropriate size, and tuck them into your camera case or riding-jacket pocket?

Organizers of events likely to interest motor cyclists on holiday are invited to send details for publication in "What's On" to the Editor, The Motor Cycle, Dorset House, Stamford Street, London, S.E.1.

EXPOSURE VALUES

Shutter Speeds	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1/500	22	16	11	8	5.6	4	2.8	2									
1/250	22	16	11	8	5.6	4	2.8	2									
1/125		22	16	11	8	5.6	4	2.8	2								
1/60			22	16	11	8	5.6	4	2.8	2							
1/30				22	16	11	8	5.6	4	2.8	2						
1/16					22	16	11	8	5.6	4	2.8	2					
1/8						22	16	11	8	5.6	4	2.8	2				
1/4							22	16	11	8	5.6	4	2.8	2			
1/2								22	16	11	8	5.6	4	2.8	2		
1									22	16	11	8	5.6	4	2.8	2	

The f number corresponding to a given speed and "exposure value" is found in the main body of the table. For example, an exposure value of 10 is the same as 1/30 sec at f/5.6 or 1/2 at f/22. From "THE MOTOR CYCLE"

Win for Lundin

Honours for Swedish Rider in Italian Moto-Cross

BY gaining four points in last Sunday's Italian Moto-Cross Grand Prix, Bill Nilsson (A.J.S.), Sweden, now ties for the lead in the world's championship contest with René Baeten (F.N.), Belgium. Fifth in the title series, the Italian meeting took place at Imola, between Bologna and Forlì, in cloudy but oppressively hot weather. Great clouds of dust added to the problems of the difficult, high-speed, 1.86-mile course which includes a third-gear jump that takes the faster riders five feet into the air and keeps them airborne for 20 feet.

The result was decided by two 10-lap heats and a 14-lap final. Neither heat brought surprises. Britain's John Draper (B.S.A.) won the first from Hubert Scaillet (F.N.), Belgium, and Lars Gustafsson (B.S.A.), Sweden. That dashing young Australian now living in England, Timothy Gibbs, arrived at the start after having been on the road for 21 hours. He started, riding an Ariel as always these days, but tiredness beat him and he finished 11th, just one place too far back to allow him into the final. The L.S.D.T. team-selection tests in Wales had been no picnic!

Heat 2 began with Baeten in the lead and Sten Lundin (Monark), Sweden, chasing him hard. Lundin eventually passed and finished a comfortable winner. Britain's Jeff Smith (B.S.A.) rode in their dust cloud, by then almost impenetrable, to finish third and Geoff Ward (A.J.S.), Britain, was fourth.

The dust was at its worst in the final and the first man away had the best chance of success. Lundin was first off and he added to his advantage by brilliant riding. Nilsson and Scaillet battled hard astern, losing some 2s a lap to Lundin, who eased off towards the end. After the first lap Draper lay third but gradually lost ground, eventually finishing sixth. Smith was seventh at the end of Lap 1 and, battling through the dust all he knew, he gradually picked up to fourth.

Lundin clocked 46m 12.2s for the 14 laps and led Scaillet over the line by 11s. Nilsson finished 4s behind Scaillet and Smith 1m behind Nilsson. As stated earlier, Nilsson now ties for the championship lead with Baeten. (Their total of 20 points represents their best scores in four events). With five meetings still to be held, Scaillet is third with 18 points, Lundin and Draper tie for fourth with 12 and Smith is sixth with 10.

Heat 1.—1. G. J. Draper (B.S.A.), Britain; 2. H. Scaillet (F.N.), Belgium; 3. B. Nilsson (A.J.S.), Sweden; 4. L. Gustafsson (B.S.A.), France; 5. R. Klym (B.S.A.), France; 6. L. R. Archer (Norton), Britain.

Heat 2.—1. S. Lundin (Monark), Sweden; 2. R. Baeten (F.N.), Belgium; 3. J. V. Smith (B.S.A.), Britain; 4. G. H. Ward (A.J.S.), Britain; 5. G. Johansson (Crescent), Sweden; 6. R. Vandervecken (B.S.A.), Belgium.

Final.—1. Lundin; 2. Scaillet; 3. Nilsson; 4. Smith; 5. Johansson; 6. Draper.

Waterlogged Sprint

REVIVED after a lapse of several years the Chester Club's Queensferry Sprint on Saturday was very nearly a washout. As there was no return road, the plan was for groups of competitors to make their runs and then return along the course. The first group was just returning when light drizzle was suddenly replaced by a cloudburst. It lasted for almost an hour and stopped the proceedings completely. When the rain had eased off a little and the partially flooded

course had been inspected by the stewards, it was decided that the meeting should continue but that only one machine should be allowed to run at a time (previously the solo machines had been started in pairs).

George Brown made full use of the unusual latitude to keep his Vincent Special under power while it drifted from one side of the road to the other at the start of his second run. His time of 12.5s was easily the best of the day. Indeed, apart from a run by Brown on a 596 c.c. Douglas, 16s was bettered by no other machine.

Owing to the limited time available, competitors were allowed only two runs on each of their machines irrespective of the number of classes for which they had entered. This, while unavoidable, was extremely unfortunate for those who suffered from water in the electrics.

250 c.c. Class.—1. T. Terry (Ariel), 17.2s. 350 c.c. Class.—E. A. Woods (Norton), 16.2s. 550 c.c. Standard Machines.—D. Forshaw (490 Norton), 17.6s. 600 c.c. Class.—G. Brown (Douglas), 15.5s. 750 c.c. Machines.—Peter 350 c.c.—1. R. Lowe (490 Norton), 16.7s. **Unlimited c.c. Class.**—G. Brown (998 Vincent), 12.5s. **Sidecars and Three-wheelers.**—L. S. Bolton (996 L.S.B.), 18.2s.

Rhydymwyn Mixture

SHOWERS and sunshine punctuated the Wirral 100 Club's road races on the half-mile circuit at Rhydymwyn last Saturday. Unfortunately the showers were predominant and, although the meeting ended in pleasant sunshine, many of the races took place in heavy rain which at times reached an almost tropical intensity.

Rhydymwyn is a tricky little track at any time and when rain adds to its difficulties it certainly shows up the good riders. This was amply demonstrated in the 250 c.c. final when Len Turner (Triumph), apparently oblivious of the downpour, completely outstripped the rest of the field to win by over half a lap. Earlier in the afternoon when the track was dry he had, in his heat, returned a time of 3m 32s for the five laps which finally turned out to be the fastest of the day—this in spite of the track drying out again for the 1,000 c.c. heats and final at the end of the afternoon.

150 c.c. Race.—1. P. A. Sheen (C.B.S.), 5m 42s; 2. K. Terretta (K.T.S.); 3. L. Mole (Triumph); 250 c.c. Race: 1. L. Turner (Triumph), 6m 2s; 2. J. A. Dugdale (Excelsior); 3. A. Lowe (Triumph); 350 c.c. Race.—1. R. K. Ward (Norton), 5m 51s; 2. E. Cheers (B.S.A.); 3. L. Turner (249 Triumph).

First Sidecar Race.—1. S. Nightingale (Norton), 6m 22.8s; 2. A. C. Williams (Vincent); 3. H. Evans (Norton), 5m 50s; 4. R. G. Ward (Norton); 5. W. G. Williams (Standard); 6. G. H. Ward (Norton); 7. S. Nightingale (Norton), 6m 10s; 2. R. E. Hackman (B.S.A.); 3. A. C. Williams (Vincent), 1,000 c.c. Race.—1. P. Bettison (Matchless), 5m 43s; 2. G. Pennington (Norton); 3. K. Terretta (A.J.S.).

Scottish Rally

FIRST inter-club meeting organized by the Scottish A.C.U. for a number of years was a rally held at Todholes Farm, Fintry, Stirlingshire, on Sunday, in ideal weather. No fewer than 24 clubs were represented, out of a total of 36 affiliated, and the rally consisted of three events—a trial, a scramble and a gymkhana. Spectators saw some close racing in the scramble. One member of the Lochaber Club gained 941 points for his



A typical picture of John Clark

club by travelling from Chatham, where he was on holiday.

J. S. Fulten Trophy (club gaining most points for attendance).—1. Galloway; 2. Dundee and Angus.

Trial.—Under 250 c.c.—R. H. Gibson (197 James), Edinburgh St George, 23 marks lost. Over 250 c.c.—A. M. L. McLean (497 Ariel), Edinburgh St George.

Scramble.—250 c.c. (8 laps).—1. W. Landels (199 Triumph), Perth; 2. A. McGuffie (197 D.M.W.), Mercury; 3. J. Davies (197 D.M.W.), Dunfermline. 350 c.c. (8 laps).—1. Davies (B.S.A.); 2. G. Shearer (A.J.S.), Mercury; 3. Landels (199 Triumph). **Unlimited c.c. (18 laps).**—1. Shearer (347 A.J.S.); 2. Davies (346 B.S.A.); 3. Landels (199 Triumph).

John Clark

BRITAIN lost one of her best and most cheerful road racers last Sunday when John R. Clark was killed in the 350 c.c. Race at Moulins, France, after his Norton had collided with the machine ridden by the French champion, Jacques Collot. A 28-year-old native of Portsmouth, Clark was a motor salesman. Previously he had worked as a draughtsman at the A.M.C. factory.

Clark's motor-cycle career started 12 years ago. In 1950 he finished fourth in the Junior Clubman's T.T. on a Douglas and, two years later, third in the Senior Clubman's Race on a Norton. He competed in the international T.T. Races from 1953 to 1957 and was at one time a member of the A.M.C. factory team. His highest T.T. placings were sixth in the 1954 Junior on an A.J.S. and eighth in the 1957 Junior on a Moto-Guzzi. He leaves a widow and three-year-old son.

Another accident at Moulins involved the Jersey rider, Ken Tostevin, who is detained in hospital with a fractured skull, and George Salt, who is only slightly injured.

In Jersey

THE second sand-race meeting to be organized by the Jersey Club at Bouley Bay attracted 38 entries. Among them was Lord Louth who, riding a 498 c.c. Ariel, finished sixth in both the five-lap and ten-lap 500 c.c. events.

250 c.c. Race (5 laps).—1. B. Wollmer (Greaves); 2. B. Wollmer (D.M.W.); 3. M. Michlinson (H.J.H.), 500 c.c. Race (5 laps).—1. A. Daghorn (A.D.S.); 2. J. Lees-Baker (B.S.A.); 3. D. J. Michel (D.M.S.).

250 c.c. Race (10 laps).—1. B. Wollmer; 2. T. Wollmer; 3. Michlinson (Greaves); 4. D. J. Michel (Velocette); 5. M. F. Bertrand (B.S.A.); 500 c.c. (10 laps).—1. A. Daghorn (B.S.A.); 2. Lees-Baker; 3. A. J. Jelon (B.S.A.); 350 c.c. Race (10 laps).—1. B. J. Salas (B.S.A.); 2. Lees-Baker (Greaves); 3. B. Van der Vile (Greaves); 500 c.c. Handicup (10 laps).—1. A. Daghorn (B.S.A.); 2. Henry; 3. Lees-Baker.

What
Aron
m.p.g.
Nati
bra



What makes hills seem softer, what makes miles go faster? Aromatics. What gives you first-time starting plus a bonus in m.p.g.? Aromatics. All machines need Aromatics—and Super National Benzole Mixture has more of 'em than any other Super brand.

FREE SKIDLID TRANSFERS Mr. Mercury—who sports the original skidlid—will be glad to give you a free pair of full-colour Mercury Head transfers. Call in at any National "Solus" Station or send your name and address (BLOCK CAPITALS, please) on a postcard to: 'Transfers', National Benzole Co. Ltd., Wellington House, Buckingham Gate, London, S.W.1.

for high-Aromatic motor cycling

GO SUPER NATIONAL BENZOLE



Laconia

Runaway Win for Brad Andres in U.S.A. Classic

CLIMAX of the week-long rally at the Laconia holiday resort, New Hampshire, U.S.A., was the annual 100-mile national championship race, run last Sunday afternoon over a one-mile circuit in the pine forests of the Belknap Recreation Area. Persistent rain during the preceding week had caused cancellation of many events in the programme but low-lying clouds early on Sunday dispersed in time for the race.

Winner in 1955 and 1956, Brad Andres (Harley-Davidson) quickly showed that his absence from the contest last year had not blunted his chances. From the drop of the flag he streaked to the front of the field of 56 riders and there he stayed until he took the chequered flag 1h 45m 24.6s later, having averaged 56.9 m.p.h.

Closest challenge to Andres came from Carroll Resweber (Harley-Davidson) in the early stages but by half distance he was 25s down on the leader. During that time, Dick Mann kept his B.S.A. safely in third position and, when Resweber retired, moved into second berth. Dick Klamfotth, winner in 1951 and 1952 as one of the favourites, retired on the 21st lap when the engine of his B.S.A. gave trouble.

Tom Morris (Harley-Davidson) finished third behind Mann. Sid Swann, similarly mounted, was fourth. B.S.A.s filled the next two places: Al Lewis was fifth and Tommy McDermott sixth.

Italian Influence

NOWADAYS the Spanish motor-cycle industry is turning out a number of attractive models, mainly lightweights with a strong Italian influence. Latest to be introduced is the Ossa 175GT, a trim 172 c.c. mount with a pushrod-operated overhead-valve power unit. Cylinder and head are in light alloy and the crankcase castings embody a large oil container. Primary drive is by helical gears to an integral four-speed gear box with rocking-pedal control.

A duplex-loop frame, telescopic front fork and pivoted rear fork are featured and both wheels have 2.75 x 19in tyres. Brakes are housed in full-width, light-alloy hubs and have a diameter of 6.3in. In spite of a generous specification which includes a 3½-gallon fuel tank and valanced mudguards, the dry weight is claimed to be under 230 lb.

SPORTS NEWS

Army Riders' Success

BRITISH ARMY RIDERS were successful in the Swedish Army Trials Championships held at Skövde, Skaraborgs, on June 14. The British team, comprising S/Sgt. Nicolson, Sgt. Timms and Sgt. Challoner, were riding TR5 Triumphs and retained the Inter-army Trophy by a margin of 21 points. Best performance on observation (there were also time and map-reading tests) was made by Sgt. Timms. The trial began at 1.30 a.m.—dawn is very early in Sweden at this time of year—and the course was made up of four groups of observed sections each of which

was followed by a cross-country stretch of approximately 28 miles.

It was learned at the event that the Swedish Army may enter a team in this year's International Six Days' Trial. The Monark and NV models used at Skövde proved to be very fast on the dust roads and tracks and any team entered should acquit itself well.

I.S.D.T. News

ONCE AGAIN the German Trophy Team for the International Six Days' Trial will be mounted on lightweight machines. The riders are as follows: V. von Zitewitz (Maico), team captain, W. Aukthun (Hercules), K. Kamper (Maico), R. Hessler, G. Leistner and L. Specht (Zündapp). The trial will be based on Garmisch-Partenkirchen, Bavaria, and take place from September 22 to 27.

Scrambles Titles

AT THE 1958 Victorian Scrambles Championships held at Langwarrin, near Melbourne, Australia, last Sunday, Ian Hygart (B.S.A.), George Bailey (Matchless) and John Burrows (B.S.A.) retained their titles in the 125, 250 and 350 c.c. classes respectively. Ray Fisher (B.S.A.) became the new 500 c.c. champion and George Murphy (Ariel) won both the sidecar events.

Dutch Grand Prix

SECOND OF THE season's classic road races, Saturday's Dutch Grand Prix will be run over the Van Drenthe circuit, Assen. Riding MV Agustas in the 500 c.c. and 350 c.c. classes will be John Surtees, John Hartle and Remo Venturi. Geoff Duke will be B.M.W.-mounted in the 500 c.c. race and is to ride a Reg Dearden Norton in the 350 c.c. class. Other Norton exponents will be Terry Shepherd, Jim Redman, Bob Anderson, Paddy Driver, Alan Holmes and Geoff Tanner. Jack Ahearn is entered on a 7R A.J.S. and the new G50 Matchless. MV entries in the lightweight races include Carlo Ubbiali and Tarquinio Provini and in the 125 c.c. event Dave Chadwick, Romolo Ferri and Luigi Taveri will be on desmodromic Ducatis. The line-up for the sidecar race features Walter Schneider and Florian Camathias (B.M.W.s) and Pip Harris, Cyril Smith and Bill Boddice (Nortons). A full report of the meeting will appear in next week's issue.

IN THE moto-cross held at Forbach, France, last Sunday, British riders occupied the first two places. Eric Cheney won from Phil Nix; both rode 499 c.c. B.S.A.s. Third man home was the Belgian rider Nic Jansen (498 Matchless).

EXCELLENT RACING is promised at the Stroud Valley Club's national Cotswold Scramble at Nymphsfield, near Stroud, on Saturday. Among the riders taking part are Jeff Smith and John

Draper, the Taft, Sharp and Rickman brothers, Dave Curtis, Geoff Ward and John Giles. The total entry is 106. Admission charges are adults 2s 6d, children 6d. Parking costs 1s. First race begins at 3 p.m.

THE LOCH LOMOND CLUB is to run a road rally, open to any motor cyclist or scooter rider, on August 17. The start will be from Blythswood Square, Glasgow, at 11 a.m. Secretary is A. Rennie, 41, Greenhead Road, Dumbarton.

IT HAS BEEN CONFIRMED that the international road-race meeting at Oliver's Mount, Scarborough, on September 19 and 20 will be a two-day and not a three-day affair as in previous years. Practising will take place on Friday and racing on Friday evening and Saturday afternoon.

OVER 220 RIDERS will take part in the Waterloo Club's road-race meeting at Aintree on Saturday. Among the entries are Ray Fay, Louis Carr, Alan Shepherd and Harry Plews. Racing begins at 2 p.m. Admission charges are adults 2s 6d, children 1s. Motor cycle parking costs 1s and car parking 2s 6d.

DICK KLAMFOTH (B.S.A.) scored a brilliant win in the 15-mile National Championship at the Heidelberg Speedway, Pennsylvania, U.S.A., on June 15. Everett Brashears (B.S.A.) and John Gibson (Harley-Davidson) waged a gigantic battle for second place. Honours went to Brashears—by a few yards.

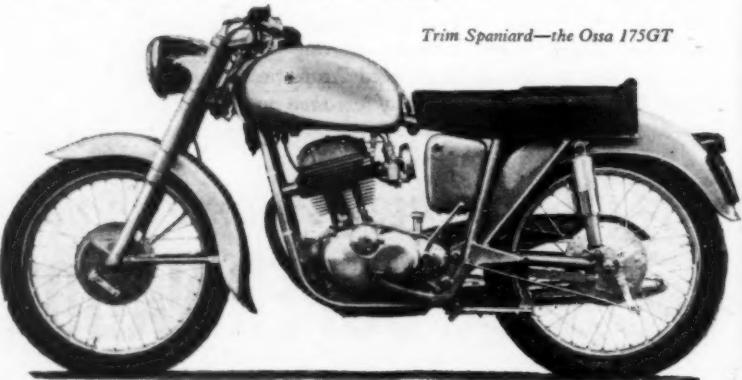
AMONG THE ENTRIES received for the B.M.C.R.C.'s sprint meeting to be held at Long Marston on Sunday are those of Frank Williams, George Brown and Charlie Rous. Sprinting starts at 2 p.m. and admission is free, though a parking charge will be made. The Long Marston course is on A46 some seven miles from Stratford-on-Avon.

IN ADDITION to Bill Nilsson and Gunnar Johansson, Dave Curtis, Andy Lee, the Taft brothers, Ron Langston and John Stallard will take part in the Thirsk Club's Championship Scramble at Bolby on Sunday. Admission and parking are free, though a charge will be made for admission to special enclosures. The course is situated some 5½ miles east of Thirsk. The start is at 2 p.m.

THE ENTRY received for the Motor Cycling Club's high-speed reliability trials to be held on the Silverstone Club Circuit next Saturday is the largest in the history of the meeting. Only standard production roadsters are eligible. In addition to the two one-hour speed trials there will be a number of short-distance races. Silverstone circuit is near Towcester, Northamptonshire, and the meeting begins at 10.30 a.m.

SCRAMBLES ENTHUSIASTS will have noted with interest that Bill Nilsson's machine in the Italian Moto-Cross Grand Prix (page 828) is again an A.J.S. It has, of course, been an A.J.S. throughout—the famous modified 7R model. At the beginning of the season Nilsson called the machine a Crescent. At the Swiss Moto-Cross Grand Prix the organizers refused to accept the entry under that name and published it in the programme as an "X." Now the wheel would appear to have turned a complete revolution.

Trim Spaniard—the Ossa 175GT



That Record

Stalemate Again Over the Johnny Allen Controversy

As mentioned in our columns on June 5, at the Paris meeting of F.I.M. and Manufacturers' Association representatives to discuss Johnny Allen's claim to the world's maximum speed record at 214.5 m.p.h. was inconclusive. Subsequently Hugh M. Palin, the Association's director, and Major David Goode, the F.I.M. assistant secretary general, framed a compromise basis for further discussion which has since been submitted to both sides.

No announcements have been made, but it is thought that the compromise is unacceptable to the Manufacturers' Association since, while it concedes that Allen achieved the claimed speed against U.S. timing equipment, it does not provide for the record to be fully recognized and inscribed in F.I.M. annals as such. This particular point is the main reason why the Manufacturers' Association threatened in the first place to take legal action against the F.I.M.

New Campaign

At St. Paul's School, London, on Monday Mr. Nugent, Parliamentary Secretary to the Ministry of Transport, launched the Summer Road Safety Campaign, the theme of which is safe cycling and motor cycling. The campaign, which will continue until September, draws attention to the special risks that apply to the riders of two-wheeler and is supported by posters, stickers and leaflets published by The Royal Society for the Prevention of Accidents.

Among the recommendations to reduce accidents to motor cyclists are increased facilities for the R.A.C.-A.C.U. Training Scheme, more rallies, encouragement of riders to join clubs and to wear safety helmets.

Registrations

During March 15,652 motor cycles and similar-category machines were registered for the first time. Detail totals were: solos, up to 50 c.c., 2,455; 50 to 150 c.c., 5,459; 150 to 250 c.c., 3,983; over 250 c.c., 2,699; sidecar outfit, up to 50 c.c., 1; 50 to 150 c.c., 11; 150 to 250 c.c., 11; over 250 c.c., 433; three-wheelers, 600.

Roadcraft Tour

Held last Saturday and Sunday, the Wood Green Club's 24-hour Roadcraft Tour was a huge success in spite of vile weather. The event, which was a new departure for the club, attracted 115 entries and took the form of a regularity test over a 500-mile route composed of main roads and country lanes. Marks were lost for being early or late at controls and there were also special tests. Machines of up to 250 c.c. had to average 19 m.p.h. on the country-lane sections and 23 m.p.h. on the main-road stretches. For over-250 c.c. machines the figures were 21 m.p.h. and 28 m.p.h. respectively. The route led from Alexandra Palace, London, through Yeovil and Lymington to Bridgwater and thence to Watford, Hertfordshire.

First man left the start just after 2 p.m. on Saturday and the initial stages of the run proved uneventful. All but two competitors, S. E. Selby and J. Thorndyke, reached the

MOTOR CYCLE

Pictures

MOST of the **PHOTOGRAPHS** appearing in **The Motor Cycle** are obtained by our own operators and prints can be supplied on request. Orders should identify the photograph by page number and issue date and should be sent with a cheque or postal order to cover the cost to the photographic department, **The Motor Cycle**, Dorset House, Stamford Street, London, S.E.1.

Prices are as follows: 6½ x 4½in (half plate), 2s 6d; 8½ x 6½ (whole plate), 3s 6d; 10 x 8, 5s; 12 x 10, 6s; 15 x 12, 9s 6d; prints are supplied unmounted with glossy or semi-matt finish to order. Larger prints are available with semi-matt finish and full details of prices can be obtained on application.

supper control. However, the night section, which included the hills and twists of the Lynton-Porlock area, proved more difficult. In all there were 35 retirements.

Other News

HOLIDAY closing at the Ambassador factory, Ascot, Berks, will be from the evening of Friday, August 1 until the morning of Monday, August 18. A skeleton staff will be on duty in the spares department.

TRAINING SCHEME.—Enrolments are invited for the next course starting in August organized by the Derby Phoenix Club. Applications should be made to A. Winfield, 208, Harrington Street, Derby.

IN the European Moto-Cross Championship at Beenham on June 15, Brian Stonebridge rode a Greeves equipped with a Villiers engine and not with an N.S.U. unit as supposed. The N.S.U.-powered machine was on the course but was not, in fact, used in the race.

MOTOR cycle entries are invited for the Safe-driving Rally being organized by the Bexhill Rotary Club in conjunction with the Bexhill Road Safety Committee on September 20. Entry forms and full details are available from Peter Evenend, 39, St. Leonards Road, Bexhill on Sea, Sussex. Closing date for entries is September 13.

A CLUB for bubble-car drivers—to be known as The Little Car Club of Great Britain—has been formed at a meeting in London. Claude Rye was elected president. The club intends to promote sporting events and will seek recognition by the R.A.C. It is proposed to open local branches throughout the country. The secretary is A. J. Dannhorn, 7, Montagu Street, London, W.1.

IN the "Modern Engines" article on the two-fifty A.M.C. power unit (May 22), two of the valve-timing points were incorrectly quoted. Because of the desaxé cylinder arrangement, all timing measurements are taken from top dead centre; the inlet valve thus closes 111½ degrees before t.d.c. and the exhaust valve opens 114½ degrees after t.d.c.

DETAILS of opening times, admission charges and other information about gardens in England and Wales open to the public under the National Gardens Scheme can be obtained from all R.A.C. patrols. They have been issued with

the guide available from the National Gardens Scheme of the Queen's Institute of District Nursing; those readers who would like to obtain their own guide can do so, price 2s (plus 6d postage) from 57, Lower Belgrave Street, London, S.W.1.

IT is proposed to hold an exhibition of veteran motor cycles at the Rempstone Traction Engine Rally on July 19. The venue is situated near Loughborough, Leicestershire, on A60. Entries are invited from owners of well-kept models and the 2s 6d entry fee will entitle exhibitors to a free luncheon and free entry to the Traction Engine Rally. Secretary is C. G. Duce, Wymeswold, Loughborough, Leicestershire. Closing date is July 7.

A. ST. J. MASTERS' book *Motor-cycle Sport* will interest competitors and spectators alike. It deals with tuning two-strokes and four-strokes for competition work and chapters by Freddie Frith, Jimmy Alves and Brian Stonebridge contain useful hints on road racing, trials riding and scrambling respectively. There is also a section devoted to preparation for rallies and similar events. The book is published by C. Arthur Pearson, Ltd., Tower House, Southampton Street, London, W.C.2, price 10s 6d.

THE start and finish point of Sunday's Banbury Run for vintage and veteran machines will be at Honeybourne Aerodrome, just off A46 and three miles from Broadway, Worcestershire. Organized by the Vintage Club, the event has attracted 317 entries, the second-highest ever (the record, 349, was achieved last year). Competitors will be dispatched in threes, the first trio at 10.30 a.m. The route to Banbury will include Sunrising Hill and Edge Hill, and on the return trip to Broadway riders will pass through Chipping Camden.

EASY reference is the keynote of the new spares lists covering the D5 Bantam Super just issued by B.S.A. The list is well illustrated, has a thumb index for each section and is printed in English, French, German and Spanish. The cover is coloured to match the D5 model maroon and cream and, in future, all spares lists will have similar cover designs incorporating the colour schemes of the machine groups. Price of the new list is 5s from dealers, or 5s 6d including postage from the service department, B.S.A. Motor Cycles, Ltd., Montgomery Street, Birmingham, 11.

As announced on June 12, preliminary heats in the Metropolitan Motor Cyclist of the Year Road Competition are being held by various road-safety committees in conjunction with local clubs. In Beckenham, Kent, the heats will take place on Sunday, July 6 starting at 2 p.m. and the Double Five Kent Club is co-operating with the Beckenham Accident Prevention Committee. Closing date for entries is next Monday, June 30 and further details may be obtained from Lt.-Col. H. F. S. O'Neill, Town Hall, Beckenham, Kent. For riders resident within a radius of seven miles of the Town Hall, Hounslow, the heat will be organized by the West Middlesex branch of the Triumph Owners' Club on behalf of the Heston and Isleworth Borough Council and take place on Sunday, July 13 from the Regal Car Park, Hounslow. Regulations can be obtained from W. Wade, 308, Beavers Lane, Hounslow or the Town Hall, Treaty Road, Hounslow, Middlesex; entries close on July 9.

REGULATIONS are available for the following events: the Cheshire Centre national Championship Road Races at Oulton Park (August 4). Entries close July 5. Secretary is J. B. Thomas, Welwyn, Moorfields, Willaston, Nantwich, Cheshire.

Newcastle Club's national scramble (July 13). Entries close June 28. Secretary is G. A. Robinson, 12, Coniston Gardens, Sheriff Hill, Gateshead on Tyne, 9.

The North Western Centre's national Red Rose Trophy Trial (August 2). Entries close July 19. Secretary is J. R. Greene, Alderley, Brownhill Road, Blackburn.

Ipswich Club's national Shrubland Park Scramble (August 4). Entries close July 19. Secretary is P. Wigg, 62, Cedarcroft Road, Ipswich.

Belfast Club's open Carrowdore "100" road race (September 6). Entries close August 23. Secretary is R. Brown, 47a, Linfield Road, Belfast.

Scarborough Club's rally, open to any owner of a motor cycle, sidecar outfit or three-wheeler (September 13 and 14). Entries close August 8 and should be sent to J. Claxton, 14a, Aberdeen Walk, Scarborough.

Club News

ALPERTON AND WEMBLEY.—June 27: Marshals' briefing (Swan, Sudbury, 8). 29: Road-trial marshals (Kings Arms, Stokenchurch, 9). **A.M.C. Owners** (Medway).—July 29: Windsor (Chatham Town Hall, 10). July 2: Police demonstration (H.Q., 7). (North London).—June 29: Hunstanton (Cooks Ferry Inn, Edmonton, 9). (South Eastern).—June 29: Knole House (Lewisham Clock Tower, 10.30). (South Essex).—June 29: Boating at Reading (Gants Hill, 8). (West Herts).—June 29: Support Banbury Run. A branch is to be formed in the Bristol area; those interested should contact J. B. Talbot, 21, Whiting Road, Withywood, Bristol, 3. **Ariel Owners**.—June 28: Camping at Brighton.

B.M.W.—June 26: Colour slides of Canada. **Bray**.—June 29: Grass-track racing (Fassaroe, Dargle Road, 3). **Broughton and Bretton**.—June 26: Tombola (Phoenix Hotel, Sandycroft, 8).

Carbone-Redfru.—June 28: Support Newquay scramble. **Central Leeds**.—June 29: Sherwood Forest (petrol station, Westgate, 9). **Chester**.—June 27: River trip (The Groves, 7). 29: Working party; for field day. July 1: Navigation run (Nag's Head, Mickle Trafford, 7). **Clydebank**.—June 29: Loch Venacher (H.Q., 10.30). **Cravens**.—June 29: Grass-track racing (Stonebridge Field, Carleton Road, Skipton, 2). **Croydon**.—June 29: Grass-track racing (Airport, 11).

Doverport.—June 27: Games (H.Q., 8). 29: Support West of England scramble (Coypool, 10.30). **Dittons**.—June 29: Support Streatham scramble (Hampton Court, 10.30). **East Acton**.—June 28: Tramp supper (Technical College, 7.30). July 2: Gazette night (Duke of York, 8). **Eltham**.—June 29: Eltham "100" (Perry Street, 9). July 2: Magazine night (H.Q., 8.30). **Ford Sports**.—June 28: Beaulieu Abbey (Reg Smith's, 8 or 9).

Glasgow Speedway.—June 29: Cumnock rally (Faisley's Corner, 10.30). **Gloucester and Cotswo**ld. —July 1: General meeting (H.Q., 8). **Gosport**.—June 29: Cheddar (Midgette Café, 10).

Harrogate.—June 28 and 29: Support Wakefield night trial. **Hatfield**.—June 29: Scroungers' run (One Bell, 3). **Heinkel Cabin Owners**.—June 26: Meeting (White Hart, King's Road, Chelsea).

Iford.—July 1: Natter night (Dr. Johnson, 8). **Ickleton**.—June 29: Mystery run (Heanor Market, 10). **Kings Norton**.—June 27: Natter night

(H.Q., 8). 30: Committee meeting (H.Q., 8).

L.E. Velo (Bristol and West).—June 26: Cheddar (Bedminster Bridge, 7.30). 29: South coast and New Forest (Bedminster Bridge, 9.30). (London).—June 28 and 29: Mystery night run (Staines Bridge, 8). (Northern).—June 28: Allenheads and Allendale (Tyne Bridge, Newcastle end, 10.30). **Lea Bridge**.—June 29: Support Alperton and Wembley road trial (Kings Arms, Stokenchurch, 10). **Leatherhead**.—June 26: Club night, 29: Whipsnade (Kingston Bridge, Hampton Wick side, 9.30). **Leeds Bond Minicar Owners**.—June 29: Support Holman Trophy Main-road Trial (Leach's, 10). July 1: Club night (H.Q., 8). **London Douglas**.—June 27: Club night (H.Q., 8). 29: Banbury (Glanfield Lawrence, 9). **London Scooter**.—June 29: Rodings and Flatford Mill (Henly's Corner, 8.30 and Blue Cockatoo, Albert Bridge, 9).

Manchester Eagle.—June 29: Ingleton Falls (Victoria Bridge, 10). **Manchester Lambretta**.—June 29: Bowness (Albert Square, 8). **Manchester Vagabond**.—July 2: Club night (Ladyburn House, 8.30). **Mont' Christie**.—June 29: Gabriel Trophy event (Woodbine, 10). July 1: Committee meeting, 2: Club night (Woodbine, 8). **Nottingham Tornado**.—June 26: Barbecue (Beech Dale Hotel, 6.45). 29: Support East Midland Centre rally. July 2: Club night (Beech Dale Hotel).

Passher Owners.—June 29: Leydown (Blackwall Tunnel, 8.30). **Pendennis**.—June 27: Gymkhana team meeting (H.Q., 7.30). 28: Gymkhana (H.Q., 5.30). **Peterborough**.—June 28: Grass-track racing (main Peterborough to Whittlesey road, A605, 6.15). 29: Mystery run (Embsay, 2). **Plymouth**.—June 26: Cuckoo Rock (Yelverton Rock, 8). 28: Barbecue at Weir Quay (Stadium, Pennycross, 7). 29: Braunton Sands (Stadium, 9.30).

Ravensbury.—June 28 and 29: Night run to Swange (What 'O Café, Kingston By-pass, 11). **Reading All-scooter**.—July 1: Meeting (River Club, Loddon Bridge, 8). **Rochester, Chatham**.—June 27: Club night (Esplanade, 7.30). 29: Bedebury Park (City Way top, 2.30). **Royal Enfield Owners**.—June 29: Gymkhana (St. Pauls, 10 and Staples Corner, 10.30). **Rudge Enthusiasts**.—June 29: Broadway (Ace Café, Stonebridge Park, North Circular Road, 9).

Saints.—June 26: Club night (St. Andrew's Boys' Club, 26. Great Peter Street, London, 8). **St. Albans**.—June 29: Support Cadwell Park

road races (Town Hall, 7). **Scott Owners**.—June 28: Mystery night run (The Bear, Esher, 7). **Sidcup**.—June 29: Run (Perry Street lights, A20, 10.15). **Somerton**.—June 28: Fred Samways Rally (Red Lion, 6.30). July 1: Meeting (Red Lion, 8). **South Harrow**.—June 29: Support Alperton and Wembley trial. **South Liverpool**.—June 29: Support Cheshire Centre rally (Prodsham). **Southern Sporting**.—June 29: Home Counties Team Trial (Deer's Hut, Liphook, 11). **Southern Triumph Riders**.—June 27: Natter night, 28: Silverstone (Greenford, 8.30). 29: Aldershot Lido (Staines, 2). **Streatham**.—June 29: Support Home Counties Team Trial. 30: Club night (Redifon). **Stretford**.—June 28: Grass-track racing (Longford Park). **Surrey Sidecar**.—June 29: Metropolitan Police Driving School v. Bentley Drivers' Club (Toby Jug, Kingston By-pass, 9.30).

Tenterden.—June 28: Hill-climb practice (Ramsden, Reading Street, 7). 29: Support Folkestone grass-track racing (Rhodes Minnis). **Trade Winds**.—June 29: Support Alperton and Wembley trial. **Triumph Owners** (Bedford).—June 26: Ladies' choice (H.Q., 8). (Epping Forest).—June 29: Support West Middlesex treasure hunt. July 1: Esso Map Trial (H.Q., 7.30). (North London).—General meeting (H.Q., 7.30). 28: Support Silverstone high-speed trials (Glanfield's, 8). 29: Support West Middlesex Amateur treasure hunt. (North-West London).—June 28: Support Silverstone high-speed trials (L.E.F., 8). 29: Metropolitan Police Driving School (L.E.F., 9.45). (Stockport).—June 29: Church Stretton (David's, 8 or St. Margaret's Church, Altrincham, 8.30). 30: Open night (Edgeley Institute). (West Middlesex).—June 29: Treasure hunt (H.Q., 8). (Wolverhampton).—June 29: London (Odeon, Warley, 8).

Vagabonds.—June 29: Beaulieu Motor Museum (Highway Café, 8). 30: Club night (Bull's Head, Turnford). **Vincent-H.R.D. Owners** (all branches).—June 28: Support M.C.C. high-speed trials (Silverstone). (Derby).—June 26: Club night (Osnaston Park Hotel, Derby). (Kent and Sussex).—June 27: Club night (59, High Street, Rovenden). (Oxford).—June 27: Club night (Bad and Ragged Staff, Cumnor). (Scottish).—June 29: Meeting (Tibbe Shiel Inn, St. Mary's Loch, near Moffat, noon). (South London).—June 27: Police talk (H.Q., 8). (West London).—June 30: Club night (Eckham Community Centre). (West Riding).—June 29: Strines (The George, Brighouse, 10.30).

Walling Association.—June 29: Audrey End House (9.30). **West Ealing**.—June 29: Dustable Downs (Hanwell clock, 9). **West Essex**.—June 29: Hemingford Abbots (Dick Turpin's Cave, High Beech, 9). 30: Touring trial (H.Q., 8).

West Herts.—June 29: Support Alperton and Wembley trial. **West Leeds**.—June 26: Business meeting (H.Q., 8). **West London**.—June 26: Committee meeting (H.Q., 8). 29: Beaulieu Abbey (Marquis of Granby, 9). **West Middlesex Amateur**.—June 29: Treasure hunt (Naphill Common, near High Wycombe, 12.15). **Westmorland**.—June 29: Grant Cup Trial (Jungle Café, Selside, 1.30). **Wickham**.—June 27: Film show (H.Q., 8.30). **Witney**.—June 29: Meeting (H.Q., Laundry Road). **Wood Green**.—June 28: Support M.C.C. high-speed trials (Silverstone). 29: Support Home Counties Team Trial (Alexandra Palace, 8.30). **Woolwich**.—June 26: Tombola (H.Q., 8). 29: Westgate (Royal Hotel, 8.45). **Worthing Eagle**.—June 26: Rally marshals (Worthing Squash Club, 8). 28: Road safety rally (Car Park, Marritts Garage, Brighton Road). **Wycombe**.—June 27: Club night (Nag's Head, 8). **Yeo Vale**.—June 26: Committee meeting (H.Q., 8).

THE CLUBMAN

Important Events

Saturday, June 28—**Dutch Grand Prix**, van Drenthe circuit, near Assen, 10.15 a.m. **Aintree**: Waterloo road races, 2 p.m. **Gloucestershire**: national Cotswold Scramble, Nymphmield, near Stroud, 3 p.m. **Silverstone**: M.C.C. High-speed Reliability Trials, 10.30 a.m. **Surrey**: Falcon Trophy Road Trial, Propeller, Purley Way, 3 p.m. **Warwickshire**: Midland Centre Road Rally, Stag and Three Horse Shoes, Mucklows Hill, map reference 131/983848, 9 a.m. **Fife**: Grass-track racing, Inverkeithing Games Park, 7 p.m. **Sussex**: South Reading Night Trial, Southern Café, Hickstead, 10 p.m.

Sunday, June 29—**Survey**: Alibi Navigation Trial, Fort Restaurant, Box Hill, 10 a.m. **Charterhall**: Road races, Charterhall Airfield, three miles east of Greenlaw on B6460, 2.30 p.m. **Worcestershire**: Vintage and Veteran Banbury Run, Honey Bourne Aerodrome, near Evesham, 10.30 a.m. **Cadwell Park**: Midsummer Road Races, near Louth, 12.30 p.m. **Worcestershire**: Sprint meeting, Long Marston, near Evesham, 1.30 p.m. **Dorset**: Moto-cross, Bulbarrow Hill, near Blandford, 2.30 p.m. **Herefordshire**: Scramble, Hope under Dymore, 7½ miles from Hereford on the main Leominster road, 2.30 p.m. **Glamorganshire**: Main-road

trial, Ynyswen Boys Club, Treorchy, 2 p.m. **Surrey**: Quickly road touring trial, Shirley Hills car park, near Croydon, 10 a.m. **Yorkshire**: Scramble, Bolby, five miles east of Thirsk, 2 p.m. **Essex**: Scramble, Edwin's Hall Farm, Woodham Ferrers, near Maldon, 1 p.m. **Norfolk**: Grass-track racing, Show Meadow, Walton, 2 p.m. **Birmingham**: Grass-track racing, Hall Farm, Kenilworth Road, Knowle, 2.30 p.m. **Cambridgeshire**: Scramble, Old Bank, Littleport, 2 p.m. **Hampshire**: Relay scramble, Garston Farm, East Meon, 1.30 p.m. **Kent**: Grass-track racing, Gate Inn Grass Track, Rhodes Minnis, near Folkestone, 2 p.m. **Surrey**: Grass-track racing, Dry Hill Farm, Dormansland, near Lingfield, 1 p.m. **Devonshire**: Patchquicks Scramble, Haldon Roadhouse Café, A38 Exeter-Plymouth road, 3 p.m. **Somerset**: Scramble, Heale's Ladder, Leighton, Frome, 2.30 p.m. **Buckinghamshire**: Road Trial, King's Arms Hotel, Oxford Road, Stokenchurch, 10 a.m. **Cheshire**: Centre rally, finish control at B.I.C.C. Sports Ground, Helsley, 2 p.m. **Bristol**: Standard-machine trial, Carpenters Arms, East Dundry, 10 a.m.

Monday, June 30, Tuesday, July 1, and Wednesday, July 2—**Belgium**: International F.I.M. Rally, Brussels.

An amusing booklet, "How Alec Lost and Won," which, in words and sketches, tells the story of winning the affections of Lily by buying a motor cycle, is available free from all branches of King's Motors (Oxford), Ltd.

READERS' CORNER—Instruction Books Wanted.—A. K. (London, S.E.7): for a Douglas Dragonfly. D. R. (Moreton in Marsh): for a 1928 348 c.c. o.h.c. K.N.S. Velocette. **Book Wanted**.—T. C. (Ontario): "Motor Cycle Engines, First Series." **Contact Wanted**.—A. C. (Chatham): with the Ariel NH rider who assisted him on A2. M. J. R. (Dagenham): with the rider to whom his camera was handed in mistake by a waitress in an I.O.M. café. **Experiences Wanted**.—R. B. (Wigan): fitting a 16H Norton engine into a 1934 498 c.c. s.v. Matchless frame. H. W. (London, E.14): conversion of A7 B.S.A. to hand-change. C. G. M. (Australia): 1939 596 c.c. Scott Clubman Special. J. E. F. (Australia): overland trip from Australia to Italy.

26 JUNE 1958

THE MOTOR CYCLE

16

BE FAIR TO YOURSELF . . . you must

On-the-Spot EASY TERMS
24 MONTHS TO PAY

Godfreys "SAFEGUARD" POLICY which for a few copers a week covers you in case of sickness, accident or unemployment. PART EXCHANGES and MODERN MODELS bought for cash at a price which will appeal to you.

VISIT GODFREYS and have a chat with them regarding the purchase of that new or used model and get a complete "on-the-road" figure showing your total outlay, whether you wish to purchase for cash or terms. Used models with the most sincere 3 months' guarantee in the business and the most generous after-service to make you feel glad that you got it at Godfreys, because Godfreys always give you:

A STRAIGHTFORWARD DEAL ALL-WAYS
ALL DEPOTS OPEN ALL DAY SATURDAY • ALL DEPOTS HAVE WORKS ATTACHED

GODFREYS LTD

Head Depot:

226-234 LONDON RD.,
CROYDON CRO 3641/3

Hours 9—6. Wed, 1 p.m.

427 BRIGHTON ROAD,
S. CROYDON (Nr. Red Deer)

UPL 8275/7

Hours 9—6. Thurs, 1 p.m.

208-210 GT. PORTLAND ST.,
LONDON, W.1 EUS 4632/4

Hours 9—6 incl. Sats.

Works:
1A HIGHGATE ROAD, KENTISH
TOWN, N.W.5 GUL 7761/2

Nearest Kentish Town Tube Station

Hours 8—5.30 Sat. 1 p.m.

94, 96 & 104
HIGH ROAD,

TOTTENHAM, N.15

STAmford Hill 5656/7

Hours 9—6.30. Thurs. 1 p.m.

418 ROMFORD ROAD,
FOREST GATE, E.7

GRAngewood 1234.5

Hours 9—6. Thurs. 1 p.m.
Also at Bushwood Corner
(Green Man) Leytonstone

Scooters, 3-wheelers and Cars

220 BARKING ROAD,

EAST HAM, E.6

GRAngewood 8088

Hours 9—6. Thurs. 1 p.m.

AT GODFREYS YOU BUY THE BEST—BETTER



'I GOT IT AT GLANFIELD'S

-she's just the job!"

LONDON (Finchley) 407-419
High Road, N.12. (Fin. 0091)

LONDON (Highbury)
28-32 Highbury Corner, N.5.
(North 2791)

CARDIFF, 2-10 City Road.
(Cardiff 20531)

BRISTOL, 47-53 Bath Road.
(Bristol 78001)

PORTRUMPTH, 147 Fratton
Road. (Portsmouth 74902)

SWANSEA, 20 Rutland Street.
(Swansea 50311)

"Great stuff this motorcycling on a machine as good as this. Didn't think we'd get what we wanted so easily or at our price. But Glanfield's certainly give you service. Dad says that's why he's been going there for twenty years. Just got a three-wheeler from them and traded in his old machine. I'm telling the lads to go to Glanfield's"



GLANFIELD LAWRENCE

SPARES

Godfreys Express Spares Service covers all the leading makes. Order from Croydon, Gt. Portland St., Forest Gate or East Ham by letter, wire or phone B.S.A. Spares. Over-the-counter service at all depots.

(See Classified Advertisements)

RUDGE

Godfreys are the sole suppliers of Rudge spares. (Orders to Gt. Portland St. please.)

ACCESSORIES

All the latest and best.

REPAIRS

Contact your most convenient depot.

more successes

LEINSTER "200" ROAD RACES

500 c.c.

1st	R. FERGUSON	...	...	NORTON
2nd	S. G. PURVIS	...	...	... B.S.A.
3rd	J. J. McGOVERN	...	...	NORTON

350 c.c.

1st	S. H. MILLER	...	...	NORTON
2nd	R. B. RENSEN	...	...	NORTON
3rd	R. A. COULTER	...	...	... B.S.A.

250 c.c.

1st	R. N. BROWN	...	...	N.S.U.
2nd	T. H. ROBB	...	...	N.S.U.
3rd	D. G. ANDREWS	...	...	N.S.U.

ITALIAN MOTO-CROSS

1st	S. LUNDIN	MONARK
-----	-----------	-----	-----	--------

(Subject to official confirmation)

with

RENOLD

MOTORCYCLE CHAIN



— the **FIRST** name in precision chain

RENOLD CHAINS LIMITED · MANCHESTER

Y
A

Immed
Deliver
LAMB
VESPA
ALL

US
CO
1953 TRIUM
wheel
1953 TRIUM
"Thumper"
match
aren
1953 TRIUM
match
with
1953 (Den
Hunt
narro
1956 regula
oper...
except
1957 B.S.A.
c/seat
1954 B.S.A.
sport...
owner

CAR
1955 SUNBE
overd
count
1955 ROV
Heated
1956 HILL
Heated
1955 STAN
low m
1953 MON
door m
excell
1952 HUN

Send

Please sen

Clothi
 New

Name

Address

Mail
M

YOUR PAGE OF BARGAINS

Postal Or Personal



Immediate
Delivery of
LAMBRETTA,
VESPA, PROGRESS
ALL BRAND NEW!

USED SCOOTERS

1957 VESPA Ultra, d/seat, screen, carrier, red, under 2,000, saloon s/seat Canterbury s/nar	£179 10
1957 N.S.U. 150 c.c. Prima, self-starter, 1 owner, screen, carrier, etc.	£169 10
1955 ZUNDAPP 200 c.c. Bella, w/ screen, carrier, spare wheel, piano, etc.	£129 10
1956 LAMBRETTA 150 c.c. LD, w/screen, carrier, red and black	£119 10
1957 PHOENIX 150 c.c., large w/ screen, carrier, 1 owner	£115 10
1955 LAMBRETTA 150 c.c. LD, plastic screen, pillion carrier	£109 10
1955 LAMBRETTA 150 c.c. LD, plastic screen, pillion carrier	£105 0
1957 PIATTI 125 c.c., screen, d/seat, spare wheel, low mileage	£99 10
1954 VESPA 125 c.c., screen, dual seat, green/chrome, good condition	£79 10

USED SOLOS AND COMBINATIONS

1953 TRIUMPH 650 c.c. spring wheel, d/seat, good condition	£239 10
1953 TRIUMPH 650 c.c. w/arm Thunderbird, d/seat, and matching Watsonian Monocycle, w/center sidecar	£225 0
1953 TRIUMPH 650 c.c. Thunderbird, spring, blue, fitted matching 38 Watsonian Avon with brake	£199 10
1953 (Dec.) ARIEL 650 c.c. Twin Huntmaster, s/arm, spgr., maroon/chrome, fairing	£189 10
1956 (regd. '57) A.J.S. 500 c.c. spgr., 188, d/seat, one owner, exceptional	£179 10
1957 A.J.S. 250 c.c. C12, s/arm, d/seat, under 2,000 miles	£139 10
1954 B.S.A. 500 c.c. s/arm, Twin, spgr., d/seat, maroon, one owner	£139 10

CARS—Part Exchange welcomed either way

1955 BUDERAM Mark III Coupe, overdrive, radio, heater, rev-counter, Michelin X tyres	£775 0
1953 ROVER 75, black, radio, heater, immaculate condition	£875 0
1956 HILLMAN Husky, radio, blue, heater, taxid, immaculate	£2495 0
1955 STANDARD 10, black, heater, low mileage	£2465 0
1953 MORRIS Oxford 13 h.p., 4-door saloon, blue, bench seats, excellent	£2445 0
1952 HUMBER Hawk, green, heater	£395 0

Send this Coupon to Camberwell!

Please send me— List of Used Motorcycles.

Clothing Catalogue. Easy Terms Proposal Form.

New Sidecar Brochures Camping Catalogue.

Name

Address

VISIT OUR
WEST END
SCOOTER
SHOWROOMS
at
113-115
EDGWARE
ROAD, W.2.

Main Shop, Showrooms & Mail-Order—286-302, CAMBERWELL RD., LONDON S.E.5
(Telephone RODney 2181)

MARBLE ARCH
MOTOR SUPPLIES

113-115 Edgware Road
LONDON, W.2
(PADdington 6695)

26-26a Goldhawk Road 1156 London Road 106-108 High Street,
SHEPHERD'S BUSH • NORBURY, SW.16 • HARLESDEN, N.W.10
(ISHeb Bush 3369) (POLlard 4780) (ELGat 6605)

Waterproof Overtrousers



Plastic ... 8/11
Light Rubber 12/-
Heavy quality 18/9
P.V.C. 32/6
All above with elastic waist.
Heavy P.V.C. With braces 52/6.
All P. & P. 2/-.

WHATEVER MAKE YOU RIDE—

This is the Oil for you—

The new multi-grade oil is thin for easy starting and as engine warms up this oil does not lose its viscosity like ordinary oil. You therefore get 2½ times the oil for starting and an oil of much higher viscosity rating when hot.

SAE 10-30 FIRST AGAIN! FOR NEW OR RE-COND. ENGINES THIS TIME WITH

THE NEW MULTI-GRADE MOTOR OIL

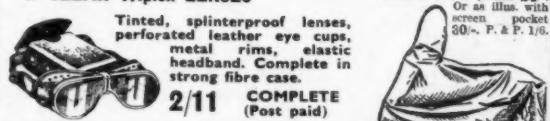
SAE 20-40 FOR OLDER OR WORN ENGINES
12/6
5 GALLONS 50/-
Carriage 1 gal. 3/6. 5 gals. 7/6.



VISIT OUR WONDERFUL CAMPING EXHIBITIONS AT CAMBERWELL GREEN

AND AT 113 EDGWARE RD., MARBLE ARCH, W.2
Full range of Tents from 36/- to £65. Vast stocks of Camping Accessories—Folding Beds, Sleeping Bags, Cooking Stoves and Utensils at keen prices.

TINTED GOGGLES with FREE pair of CLEAR Triplex LENSES



2/11 COMPLETE (Post paid)

WATERPROOF COVERS

IDEAL SCOOTER COVERS without screen pocket 24/-
Or as illustrated with open front 30/- P. & P. 1/6.



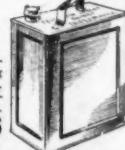
DON'T MISS THIS!



Brand new
Folding STOOLS 7/11

Brand new
EX-R.A.F.
WEB PACKS

Tough web exceptionally hard wearing in sound condition. Size: 14 x 14 x 4 approx. P. & P. 1/6.
Our Price EACH 10/6 Amazing Value



2 Gallon
Petrol Cans

Extra heavy gauge to stand up well
tough wear. 6/11
P. & P. 2/1.

CLOTHING

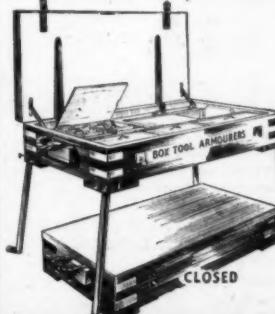
Choose now from the complete ranges of HELSTAFF and ARMSTRONG motor-cycling clothing. Send coupon and receive brochures showing the latest in Coats, 3-Piece Suits, Jackets, etc.

Special Offer to readers of
"The Motor Cycle"

BRAND NEW!

ARMOURER'S BENCH-TOOL BOXES

At a Fraction of Cost Price.



A rigid steel-bound work bench at any time—anywhere, on any surface, and you carry all your tools with it well. STEEL LEGS contained inside tool box; erection is instant. Made throughout from heavy timber and divided into convenient compartments to take most of your tools and supplies etc. BENCH SIZE 3ft. 6in. long, 1ft. 8in. wide, 8in. deep (approx.) HEIGHT when erected 2ft. 10in. Free delivery British Isles.
A boon to do-it-yourself-motorcyclists for any job, at less than cost!

Pick a
Winner from

KING'S
OF OXFORD

enormous selection of **5,000** new
and nearly new machines!

NO
GUARANTORS
REFERENCES
ENQUIRIES

EASIEST OF EASY TERMS

Payments Insurance Policy

Build Up Deposit Scheme
That initial deposit need
no longer be a drain on
your pocket. You can
build it up over a period.
Pay what you like when
you like—and the
moment it is paid the
machine you choose is
YOURS.

EXCHANGES

The highest allowances
given on your present
bike, scooter, three-
wheeler or car, in part
exchange for one of
KING'S bargains. H.P.
accounts settled if you
wish.

Really friendly terms—confidential
terms just between **YOU** and
KING'S—no guarantors, no en-
quiries, no references, no fuss or
"wait till we check up on you"
business. Over 30,000 motor-
cyclists deal at KING'S every year
—proof of satisfaction.

Just in case it happens, this
service of KING'S ensures
that payments are actually
made on your behalf if you
should become unemployed,
ill, or meet with an accident
whilst paying.

IMMEDIATE DELIVERY

You can choose your
machine and ride away
in 10 minutes, or it
will be sent within 24
hours by post.

19 NATIONWIDE BRANCHES TO SERVE & SERVICE YOU

OXFORD P.O. Box No. 9, New Road
MANCHESTER 770 Chester Road
BIRMINGHAM 18/20 Bristol Street
WOLVERHAMPTON 1 Birmingham Road
HALIFAX 25 Horton Street
HASTINGS 17/19 Norman Road, St. Leonards
GLASGOW 55 Hamilton Road, Tollcross
BLACKBURN 25 Penny Street
LEICESTER Belgrave Gate
WORKSOP Carlton Road
PLYMOUTH Wolseley Road, Milehouse
BRISTOL Stokes Croft
HEANOR 34, Market Street
SEAFORD 30 Boston Road
LUTON Park Street
BRIGHTON 75 Grand Parade
BURY 43 Bolton Street
BOLTON 122 Moor Lane
LEIGH Market Buildings

Fill in this coupon NOW and send it to
KING'S, NEW ROAD, OXFORD, or
770 Chester Road, Stretford, Manchester

I'm thinking of buying a.....
Please send me list and all the gen for a deal to
save me £££'s and give real satisfaction.

Name

Address.....

We recommend



B/26/6

for all 'bikes'

26 JU

RATE
additio
words.
Name
tiseme

For the
Number
charge
cost of
added
should
Motor
Londo

COMER

A J.S.
A Tel.
G P.
1955
2B²
H make
models
H -Al
HARR²
391.

T. speci

8785.

LOC

A.J.S.

models.

LOC

away R.

271.

Nea

W ch

N.14. P.

BOB

imme

-125-131

PUTNE

deliv

Rd., S.W.

COMER

mouth

WHIT

chan

don, W.3

59²

ca

and N.W.3.

GEO

HILL

OWL

High

COMER

cash:

LAUDI

price

carriag

W pa

case

home.

Rd., Read

11 a.m.

JOE FR

C.O.D.

340

CLAU

921.

100%

1852.

G US

Claph

Prompt c.

KAYS

stock

return.—8

RATES: 1/- for 2 lines or less and 6/- for every additional line or part thereof, average line 7 words. Each paragraph is charged separately. Name and address must be paid for. All advertisements must be strictly prepaid.

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- extra to defray the cost of registration and postage, which must be added to the advertisement charge. Replies should be addressed to "Box 0000 c/o 'The Motor Cycle', Dorset House, Stamford Street, London, S.E.1."

ADLER

COMERFORDS for Adler from stock.—Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5551. [C1006]

A.J.S.

AJ.S. MOTOR CYCLES, Plumstead Rd., S.E.19. Tel. Woolwich 1223. [1017/R]

G. P. BALHAM, Ltd., offers:—

1955 A.J.S. 500 twin, genuine low mileage, immaculate bargain: £185. [C1091]

2B, 2C and 137, Balham Hill, S.W.12. Battersea 1107 (ext. 4).

H—12½% off new 1957 600 twin and singles. H—maker's guarantee, 24 months' h.p.; all new 1958 models in stock, service.

H—All new 1958 models in stock, service.

HARRY NASH for new and used quality bargains.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

T. W. KIRBY MOTOR CYCLES, Ltd., your A.J.S. specialists, 10, Romeo Vale, Hornchurch, Tel. 8785. [C1014]

SLOCOMBES OF NEASDEN!!! for your new 1958 models:—

SLOCOMBES—£139.10; 1954 500cc 16MS, swinging

S arm, dual seat, very tidy machine; immediate ride away h.p. terms, part exchanges with pleasure.—259-271, Neasden Lane, N.W.10. Gladstone 3355. [C1128]

WHITE & MARTIN for your new A.J.S.: part exchanges; h.p.—18 Ashfield Parade, Southgate, N.14. Tel. 1035. [C1152/R]

BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery; top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [C1034/R]

PUTNEY AUTOS for your new A.J.S.: immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1132/R]

COMERFORDS for A.J.S. new and second-hand.

1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

WHITBYS OF ACTON.—New models in stock, exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom). Tel. 6785 (Spares). [C1128/R]

59gs.—A.J.S. 1946 o.h.v. combination, coupe sidecar, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

COMERFORDS require good A.J.S. machines for cash; send details or call.—Thames Ditton. [W1006]

CLAUDE RYE urgently require all models, get our pay price list first. H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Hen. 6174. [W1015/R]

WE pay £10 more for A.J.S., H.P. accounts settled, we pay carriage.—26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares.

C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 1373. [0171]

CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [S1163]

GUS KUHN—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0133/R]

KAYS OF EALING, Ltd., A.J.S. spares parts.

Stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2367. [S1075/R]

THE MOTOR CYCLE

CLASSIFIED ADVERTISEMENTS

PRESS DATE:
FIRST POST MONDAY.

Advertisements that arrive too late for a particular issue will be inserted in the following issue unless accompanied by instructions to the contrary. Postal orders and cheques sent in payment for advertisements should be made payable to life & Sons Ltd., and crossed & Co. The publishers are not responsible for clerical or printers' errors although every care is taken to avoid mistakes. The publishers retain the right to refuse or withdraw advertisements at their discretion.

APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Motor Cycle" Approval Scheme facilities should send for particulars, which are available on application.

A.J.S. SPARE PARTS

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 200. Last range of A.J.S. spares, Call or sent C.O.D. [S1162/R]

C.O.D. and service units. £10,000 spares in stock.—U. Rapids, 64-74, Godstone Rd., Whetstone, S.W.19; 0959 and 259-269, Haydon Rd., Wimbeldon, S.W.19; Cherrywood 3202-5. [S1162/R]

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares. 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R]

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon, Croydon 341-3; 208-210, Gt. Portland St., W.1. Eus. 4632-4; 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., E. Ham. Gra. 8088; 94-96, High Rd., Tottenham, S.W.10. [S1052/R]

AMBASSADOR

AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks, Tel. Winkfield 1009. [C1052/R]

GODFREYS, Ltd., Ambassador dealers all depots. [C1052/R]

GIFFS OF SOUTH HARROW for new Ambassador terms, exchanges.—368, Northolt Rd., Byron 2484. [C1053/R]

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562 London Rd., Thornton Heath. Tel. Tho. 4987. [C1165/R]

MEETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of your new Ambassador: Villiers service. [C1020]

COMERFORDS for Ambassador, new and second-hand machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock, immediate h.p. ride away in 10 mins.—895-921, Fulham Rd., Fulham. Tel. 6174. [C1105/R]

ARIEL

AWITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

FISHERS OF ACTON.—More to see

1/3rd DEPOSIT 24 MONTHS TO PAY INSURANCE INCLUDED IN TERMS

Here's the largest and most comprehensive selection of used guaranteed bargains in Great Britain—Mopeds—Scooters—Lightweights—Singles and Multis—Solos and Combinations. We have them all at prices to suit every pocket.

Own your machine easy by our famous PAY AS YOU RIDE PLAN 3rd Party Fire and Theft Liability ONLY required.

Exchanges—We willingly accept any make or model and what is more if the allowance exceeds the deposit required we refund the difference in cash.

Every machine marked clearly with its price.

Study this small selection from our huge stocks then call and judge for yourself.

MORE TO SEE

SCOOTERS AND MOPEOS

	Cast Price
Kreidler, '57, 49 c.c. J50 Moped	£25 10
Excelsior, '48, 98 c.c. 2-speed Autocycle	£25 10
Kreidler, '57, 49 c.c. 2-speed, springer	£29 10
Heinkel, '57, 49 c.c. "Perle" de luxe Moped, 2 speed	£32 10
Mobylette, '58, 49 c.c. de luxe Moped, auto clutch	£37 10
N.S.U., '57, 49 c.c. de luxe Moped, 2 speed	£39 10
B.M.W., '57, 49 c.c. Diamant, 2-speed, preselector	£40 10
B.M.W., '57, 49 c.c. Super Sport, sprung Moped	£49 10
Mobylette, '56, 49 c.c. Auto clutch and gears	£55 10
Alpino, '56, 75 c.c. de luxe Scooterette, 3-speed	£58 10
Vespa, '53, 125 c.c. de luxe Scooter, pillion, etc.	£58 10
Piatti, '56, 125 c.c. de luxe Scooter, sprung, 3-speed	£69 10
Alpino, '56, 75 c.c. de luxe Scooter, sprung, 3-speed	£69 10
Vespa, '54, 125 c.c. de luxe Scooter, screen, pillion, etc.	£69 10
D.K.W., '57, 75 c.c. "Hobby" de luxe, automatic, screen, etc.	£89 10
Vespa, '56, 125 c.c. de luxe Scooter, screen, pillion, etc.	£99 10
Lambretta, '55, 150 c.c. LD de luxe, extras	£293 10

LESS TO PAY

	£100 10
Vespa, '57, 25 c.c. de luxe Scooter, screen, etc.	£100 10
Lambretta, '56, 150 c.c. LD de luxe Scooter, screen, etc.	£100 10
Heinkel, '57, 49 c.c. "Perle" de luxe Moped, 2 speed	£100 10
Mobylette, '58, 49 c.c. de luxe Moped, auto clutch	£100 10
N.S.U., '57, 49 c.c. de luxe Moped, 2 speed	£100 10
B.M.W., '57, 49 c.c. Diamant, 2-speed, preselector	£100 10
B.M.W., '57, 75 c.c. de luxe Scooter, screen, pillion, etc.	£100 10
Vespa, '56, 125 c.c. de luxe Scooter, screen, pillion, etc.	£100 10
D.K.W., '57, 75 c.c. "Hobby" de luxe, automatic, screen, etc.	£100 10
Lambretta, '55, 150 c.c. LD de luxe, extras	£100 10

BOLOS

	£28 10
B.M.W., '51, 250 c.c. O.H.V. 2-speed, teles., pillion, etc.	£28 10
B.M.W., '51, 197 c.c. de luxe Villiers, screen, etc.	£28 10
B.S.A., '54, 125 c.c. Model D1 Bantam, springer	£49 10
Norman, '54, 197 c.c. Villiers de luxe, screen, etc.	£59 10
B.S.A., '49, 500 c.c. O.H.V. A.7 de luxe, Twin, teles., etc.	£59 10
James, '56, 150 c.c. Cadet, de luxe, springer	£59 10
B.S.A., '55, 150 c.c. D.3 Bantam Major, springer	£59 10
B.S.A., '52, 250 c.c. O.H.V. C.11 de luxe, Twin, springer	£59 10
Veloce, '54, 200 c.c. LD water-cooled Twin, springer	£59 10

SOLOS

	£28 10
B.M.W., '51, 250 c.c. O.H.V. 2-speed, teles., pillion, etc.	£28 10
B.M.W., '51, 197 c.c. de luxe Villiers, screen, etc.	£28 10
B.S.A., '54, 125 c.c. Model D1 Bantam, springer	£49 10
Norman, '54, 197 c.c. Villiers de luxe, screen, etc.	£59 10
B.S.A., '49, 500 c.c. O.H.V. A.7 de luxe, Twin, teles., etc.	£59 10
James, '56, 150 c.c. Cadet, de luxe, springer	£59 10
B.S.A., '55, 150 c.c. D.3 Bantam Major, springer	£59 10
B.S.A., '52, 250 c.c. O.H.V. C.11 de luxe, Twin, springer	£59 10
Veloce, '54, 200 c.c. LD water-cooled Twin, springer	£59 10

CONTINUED

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9

Phone: B.R. 6251. Grams: PRIDE & CLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesday, 1 p.m.

SLOCOMBES OF NEASDEN!!! for your new 1958 Ariel, always a good selection of guaranteed used models.

SLOCOMBES—£159 10; 1955 350cc NH, reg. 1957.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

SLOCOMBES—£275 10; 1957 1000cc Square Four, 8,000 miles, panniers, crash bar, immediate ride away.

PRIDE & CLARKE

1500
TAX FREE
BARGAINS

Continued from previous column

INSURANCE INCLUDED IN TERMS

	Cash Price
B.M.W., '55, 125 c.c. Model D.I. Bantam, spcr., plin., etc.	259 10
Excelsior, '56, 150 c.c. O.H.V. 6sp. twin, d/seat	259 10
Dot, '55, 197 c.c. Villiers Sports, swinging arm, springer	269 10
B.S.A., '51, 350 c.c. O.H.V. Model B.31 de luxe, springer	269 10
B.S.A., '52, 250 c.c. O.H.V. Model B.31 de luxe, d/seat	269 10
Hornet, '54, 150 c.c. Villiers de luxe, springer, d/seat	269 10
Hornet, '54, 300 c.c. O.H.V. Model B.31 de luxe, d/seat	269 10
Ariel, '52, 300 c.c. O.H.V. Red Hunter, springer, d/seat	269 10
B.S.A., '57, 150 c.c. Model D.I. Bantam, Major, springer	279 10
James, '57, 150 c.c. Cadet de luxe, springer	279 10
Triumph, '54, 150 c.c. O.H.V. Speed Twin, spring hub	279 10
B.S.A., '51, 250 c.c. O.H.V. Gold Star, d/seat	279 10
Triumph, '55, 200 c.c. O.H.V. Tiger Cub, springer	279 10
Ambassador, '55, 225 c.c. Villiers de luxe, d/seat	279 10
James, '55, 197 c.c. Captain de luxe, d/seat, d/seat	279 10
D.M.W., '58, 197 c.c. Villiers de luxe, d/seat, d/seat	279 10
Triumph, '57, 150 c.c. O.H.V. Terrier, springer, d/seat	279 10
F.Bennett, '54, 225 c.c. Cruise de luxe, d/seat, d/seat	279 10

LARGEST SELECTION

	Cash Price
Grosvenor, '56, 197 c.c. Villiers de luxe, springer, d/seat	229 10
Ariel, '56, 200 c.c. O.H.V. Colt, springer, d/seat	229 10
Faithful, '56, 197 c.c. Villiers de luxe, s/arm, d/seat	229 10
B.S.A., '56, 250 c.c. O.H.V. Golden Flash, spcr., d/seat	229 10
James, '56, 197 c.c. Captain de luxe, d/seat, d/seat	229 10
B.S.A., '54, 500 c.c. O.H.V. M.2 de luxe, spgr., d/seat	229 10
Faithful, '55, 250 c.c. O.H.V. Model C.11 de luxe, springer	229 10
Ariel, '55, 250 c.c. O.H.V. Model C.11 de luxe, spgr., d/seat	229 10
Triumph, '55, 500 c.c. O.H.V. Tiger 100 Twin, spg. hub	229 10
B.S.A., '53, 350 c.c. O.H.V. Mod. B.31 de luxe, spgr., d/seat	229 10
Norton, '54, 350 c.c. O.H.V. Dominator, spgr., d/seat	229 10
Triumph, '51, 300 c.c. O.H.V. Speed Twin, spring hub	229 10
B.S.A., '54, 350 c.c. O.H.V. Mod. B.33 de luxe, d/seat, s/arm	229 10
Ariel, '57, 200 c.c. O.H.V. Colt, springer, d/seat	229 10
Triumph, '57, 200 c.c. O.H.V. Tiger Cub, s/arm, d/seat	229 10
James, '57, 225 c.c. Villiers de luxe, d/seat, d/seat	229 10
Matchless, '57, 197 c.c. Villiers de luxe, s/arm, d/seat	229 10
F.Bennett, '57, 197 c.c. Villiers de luxe, s/arm, d/seat	229 10
B.S.A., '54, 350 c.c. O.H.V. Mod. B.31 de luxe, spgr., d/seat	229 10
R. Endfield, '55, 250 c.c. O.H.V. Clipper, s/arm, d/seat	229 10
B.S.A., '52, 300 c.c. O.H.V. A.7 Star Twin 8sp., spgr.	229 10

EASIEST TERMS

	Cash Price
R. Endfield, '54, 350 c.c. O.H.V. Bullet, s/arm, d/seat	229 10
T.W.M., '57, 197 c.c. de luxe, s/arm, d/seat	229 10
B.S.A., '53, 300 c.c. O.H.V. A.7 de luxe Twin, spgr., d/seat	229 10
Zundapp, '55, 200 c.c. Model 2006, s/arm, d/seat	229 10
Ariel, '54, 350 c.c. O.H.V. Red Hunter, s/arm, d/seat	229 10
F.Bennett, '54, 350 c.c. O.H.V. Mod. B.31 de luxe, spgr., d/seat	229 10
B.S.A., '55, 225 c.c. O.H.V. C.11 de luxe, s/arm, d/seat	229 10
Dot, '56, 197 c.c. Villiers de luxe, d/seat, d/seat	229 10
James, '56, 225 c.c. Villiers de luxe, d/seat, d/seat	229 10
Matchless, '56, 197 c.c. Villiers de luxe, s/arm, d/seat	229 10
F.Bennett, '57, 197 c.c. Villiers de luxe, s/arm, d/seat	229 10
B.S.A., '54, 350 c.c. O.H.V. Mod. B.31 de luxe, spgr., d/seat	229 10
R. Endfield, '55, 250 c.c. O.H.V. Clipper, s/arm, d/seat	229 10
B.S.A., '52, 300 c.c. O.H.V. A.7 Star Twin 8sp., spgr.	229 10

LOWEST PRICES

	Cash Price
Zundapp, '57, 200 c.c. O.H.V. Mod. 2018, s/arm, d/seat	2129 10
B.S.A., '54, 300 c.c. O.H.V. A.7 de luxe Twin, spgr., d/seat	2129 10
F.Bennett, '57, 250 c.c. de luxe, s/arm, d/seat	2129 10
James, '57, 225 c.c. Commodore de luxe, s/arm, d/seat	2129 10
Triumph, '57, 300 c.c. O.H.V. Tiger 100 Twin, spg. hub	2129 10
Velocette, '57, 300 c.c. O.H.V. 6sp. twin, spgr., d/seat	2129 10
Matchless, '53, 300 c.c. O.H.V. G.9 Twin, s/arm, d/seat	2129 10
Douglas, '57, 350 c.c. O.H.V. Dragonfly 10sp., spgr., d/seat	2129 10
B.S.A., '53, 650 c.c. O.H.V. Golden Flash, spgr., d/seat	2129 10
Matchless, '54, 350 c.c. O.H.V. Model G.31.8, spgr., d/seat	2129 10
B.S.A., '55, 350 c.c. O.H.V. Mod. B.31 de luxe, spgr., d/seat	2129 10
Norton, '54, 600 c.c. O.H.V. Dom. Twin, s/arm, d/seat	2129 10
B.S.A., '55, 350 c.c. O.H.V. B.31 de luxe, s/arm, d/seat	2129 10
B.S.A., '54, 350 c.c. O.H.V. Mod. 16M8, s/arm, d/seat	2129 10

CONTINUED

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, SW9
Phone BRI 6251 - Grams PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday to Friday

HAYEN, Ltd., main agents; part exchanges, terms: service and repairs.—162, High Rd., Ilford, Essex.

NICK LANCASTER for all ARIELs, including Square Four stocks.—53, Whitegate Drive, Blackpool 24720.

COMERFORDS for ARIELs, new and second-hand, and for lists.—Thames Ditton, Emb. 5531 (16 lines).

T. W. KIRBY MOTOR CYCLES, Ltd., your Ariel specialists, 10, Romeo Corner, Hornchurch, Tel. 8785.

ARIEL 1954 Ariel 600cc VB c/a s/c and brake, under prefab garage.—25, St. Thomas Way, S.W.6.

PUTNEY AUTOS for your new Ariel; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1135/R]

ARIEL

HAYEN, Ltd., main agents; part exchanges, terms: service and repairs.—162, High Rd., Ilford, Essex.

NICK LANCASTER for all ARIELs, including Square Four stocks.—53, Whitegate Drive, Blackpool 24720.

COMERFORDS for ARIELs, new and second-hand, and for lists.—Thames Ditton, Emb. 5531 (16 lines).

T. W. KIRBY MOTOR CYCLES, Ltd., your Ariel specialists, 10, Romeo Corner, Hornchurch, Tel. 8785.

ARIEL 1954 Ariel 600cc VB c/a s/c and brake, under prefab garage.—25, St. Thomas Way, S.W.6.

PUTNEY AUTOS for your new Ariel; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1135/R]

ARIEL SPARE PARTS

S. A. COLES, Ltd., for large stock of post-war Ariel spares.—364-368, High Rd., Leyton, E.10, Ley. 7171. [S1017/R]

WRITERS, Ltd., the largest Ariel spare stockists, Kennington Cross, London, S.E.11. Reliance 1362.

WHITBYS OF ACTON.—All Ariel, Burman, A.M.A. spares.—263, Acton Vale, London, W.3. She. 785. [S1023/R]

RAPID.—Genuine spares for all models, including gear box and Lucas; prompt c.o.d.—269, Haydons Rd., Wimbledon, Cherrywood 3202-3. [S1162/R]

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models.—895-921, Fulham Rd., S.W.5. Renown 6174. [S1105/R]

HARROWS OF RICHMOND.—100% Ariel spares stockists.—14, 16, 18, Kew Foot Rd., Richmond, Ric. 2045.

CLAUDE RYE, Ltd., Ariel specialists.—Comprehensive range of immediate 95% spares.—263, Fulham Rd., London, S.W.5. Renown 6174. [S1105/R]

PRIDE & CLARKE.—New and second-hand spares; quotations and part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. Br. 6251. [S1098/R]

O'NEILL, Bros., Ltd.—All post-war spares in stock also Burman, A.M.A., Lucas; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8829. [S1179/R]

KAYS OF EALING, Ltd., Ariel spare parts stockists. Trade supplied; quotations or c.o.d. by return.—8-10 Bond St., Ealing, W.5. Eal. 2367.

PUTNEY AUTOS.—Genuine spares for post-war Ariel models; also genuine Burman gear box, spares 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Put. 6887. [S1158/R]

GODFREY'S, Ltd., Ariel and Burman spares stockists: c.o.d.—226-234, London Rd., Croydon. Cro. 3641, 208, Portland St., W.1. Eus. 4632. 418, Romford Rd., Forest Gate, E.7. Gra. 2334. [S1020/R]

B.M.W.

A.F.N., Ltd., offer £50 B.M.W., total mileage 8,000, one owner, taxed £250; R26 B.M.W., total mileage 12,000, one owner, taxed £350.

A.F.N., Ltd., sole concessionaires for the full range of B.M.W. motor cycles including R26 250cc. £256/4/8; R50 500cc. £380/9/9; R60 600cc. £392/19/3; R69 600cc. £395/2/2; early or immediate delivery all models.—Catalogue and h.p. terms on application to Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [C1189/R]

MERCURY MOTORS offer:-

£75.—1953 B.M.W. R66 ohv, 600cc, very good condition.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Wembley 6058-9. [C1085]

M.L.G. MOTORCYCLES, Ltd., for your new B.M.W. Specialists for B.M.W. motor cycles and Isetta.

FACTOR, trained staff; full range of B.M.W. accessories; spares; hire purchase; 24-hour c.o.d. service.

WORKSHOP specially equipped for the repair and service of B.M.W. and Isetta, at 8-9, Goldhawk Mews, W.12. Showrooms, 105, Goldhawk Rd., London, W.12. She. 3722. [C1045/R]

LONGSTAFFS.—1958 600cc twin, teles., spring frame, shaft drive and 1954 c/a Canterbury 8sp. £219; part exchange and hire purchase.—88-108, High Rd., Woodford, E.18. Buckhurst 6369. [C1079/R]

B.M.W. WANTED

COMERFORDS.—Buy B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey.

OWLAND SMITH'S, the B.M.W. buyers.—Hampstead High St., London, N.W.3. Ham. 6021. [C1114/R]

BRING your B.M.W. to the B.M.W. specialists for the best price.—M.L.G. Motorcycles, Ltd., 105, Goldhawk Rd., London, W.12. She. 3722. [C1041/R]

B.M.W. SPARE PARTS

A.F.N., Ltd., sole concessionaires for B.M.W. spares.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [S1194/R]

PRIDE & CLARKE LTD
1500 TAX FREE BARGAINS

Continued from previous column

INSURANCE INCLUDED IN TERMS

Cash Price

	Cash Price
Matchless, '54, 500 c.c. O.H.V. G.9 Twin, s/arm, d/seat	2149 10
B.S.A., '54, 650 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '54, 500 c.c. O.H.V. Dom. 8sp., s/arm, d/seat	2149 10
Ariel, '55, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Matchless, '57, 500 c.c. O.H.V. G.9 Twin, s/arm, d/seat	2149 10
Ariel, '55, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '55, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '55, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter Twin, s/arm, d/seat	2149 10
B.S.A., '57, 500 c.c. O.H.V. G. Flash, s/arm, d/seat	2149 10
Norton, '57, 500 c.c. O.H.V. Mod. 8sp., s/arm, d/seat	2149 10
Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm, d/seat	

400

NEW 1958

MODELS

Get our **BEST ALLOWANCE** for your present machine in exchange for a Brand **NEW 1958 Model**.

Every leading make and type in stock for immediate delivery, colours and specifications to choice.

We can settle your present H.P. a/c and what is more if the allowance exceeds the deposit required we refund the difference in cash.

• ALL LEADING MOTORCYCLE AGENCIES •



IMMEDIATE DELIVERY

250 c.c. O.H.V. C12, springer	£165	5 11
500 c.c. o.h.v. B33, springer	£235	8 1
600 c.c. s.v. M21, springer	£209	11 8
500 c.c. s.v. A7 Twin, springer	£257	11 2
300 c.c. O.H.V. Shooting Star	£265	14 5
300 c.c. O.H.V. B31	£265	14 5
ALSO 350cc. ABREL, AMBASSADOR, DOT, DELSEY, GILERA, GUZZI, JAMES, MATCHLESS, NORMAN, NORTON, NSU, PAINTER, R. ENFIELD, SUN, TRIUMPH, VELOCETTE, ZUNDAPP, Etc.		

• ALL LEADING SCOOTER AGENCIES •



IMMEDIATE DELIVERY

125 c.c. Model LD	£149	17 6
150 c.c. LDA, self-starter	£179	10 0
175 c.c. Model TV	£209	10 0

ALSO ALL LEADING CYCLE AGENCIES. DOVE, KREIDLER, DIANA, ISO, KREIDLER, MAICO, MOBY, NSU, PUCH, PIATTI, PEUGEOT, SUN, TERROT, VESPA.

• ALL LEADING MOPED AGENCIES •



IMMEDIATE DELIVERY

49 c.c. de Luxe	£52	19.6
TULLAR AUTOMATIC CLUTCH.		

Deposit £5.19.6. 38 weekly payments 29.3.

49 c.c. MOBYMATIC, WITH AUTOMATIC GEARING.

Deposit £10. 38 weekly instalments 37.4.

ALSO BINETTA, BOWN, DOT, DIANETTE, HEDDER, KREIDLER, KREIDER, KREIDER, LAMBRETTA, LEOPARD, MERGETTE, NEW HUDSON, NIPPY, ELF, QUICKLY, PHILLIPS, COMBINETTE.

Immediate Postal Service — Illustrated Catalogues Free

Complete Coupon

PRIDE & CLARKE LTD
158. STOCKWELL ROAD, LONDON, SW9
Phone: BRI 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday, Friday

THE MOTOR CYCLE

(Supplement iii) 22

BOWN SPARE PARTS

GEORGE GROSE—Sole Bown spares.—Service Concessional, 834, High Rd., Finchley, Hillside 2149. (0199) R

B.S.A.

OWEN BROS., 100% B.S.A. specialists.

WE part exchange any make and arrange h.p. protection insurance. EASY terms, $\frac{1}{2}$ deposit and balance over 24 months.

SEE the B.S.A. models on display and choose now. OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Bat. 5253. (C1105/R)

WHITBYS OF ACTON.

WHITBYS OF ACTON, the biggest B.S.A. dealers in the Home Counties, for immediate delivery of your new B.S.A.; large selection of solos and combinations.—273, Acton Vale, London, W.3. She. 5355. (C1128/R)

FISHERS OF ACTON.

1956 B.S.A. Bantam 150cc, s arm, £69.10; deposit £22.10, 18 months £2.19.4.

1954 B.S.A. Bantam 125cc, springer, £45; deposit £12, 12 months £2.18.4.

1946 B.S.A. B31, £35; deposit £12, 12 months £2.6.8.

1954 B.S.A. B31, s arm (loose motor), £85; deposit £29, 18 months £3.12.5.

1950 B.S.A. 47 500, single seater Trinder S.C. very clean outfit, £89.10; deposit £30, 18 months £3.16.10.

1955 Registered B.S.A. M20, c/a saloon a/c, very clean sound outfit, choice of 2, £59.10; deposit £20, 12 months £3.14.2.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007. 3 mins, Acton Underground.

(C1005)

SPORTSMO of SOUTHALL.

1957 Shooting Star 500 sw. arm; £235.

70—72, The Green, Southall, Southall 6229. (C1082)

ROWLAND SMITH'S for B.S.A.

NEW models in stock.

FREE tax and insurance with secondhand motorcycles.

165cc—B.S.A. 1954 500cc o.h.v. Gold Star, swinging arm, Magdyno, speedometer and rev-counter, very carefully used, terms, exchanges.—Rowland Smith below:—

105cc—B.S.A. 1956, 250cc o.h.v. C12, swinging arm, 4-speeds, dualseat, choice of 3, terms, exchanges.—Rowland Smith, below:—

79cc—B.S.A. 1954, 250cc o.h.v. C11, spring frame, 4-speeds, dualseat, terms, exchanges.—Rowland Smith below:—

69cc—B.S.A. (August) 1950, 600cc, M21 combination, choice of 3, terms, exchanges.—Rowland Smith below:—

55cc—B.S.A. Bantam Major 1954, 150cc spring frame, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

MATTHEWS of STOCKWELL, Ltd.

WE have a comprehensive stock of new B.S.A. models, most of which are available for immediate delivery.

1957 (Sept.) B.S.A. Gold Star B34 500, clip-on bars, in road trim, 5,678 miles only, immaculate: £249.

1955 B.S.A. B33 500, springer, excellent condition: £99.

1954 B.S.A. Gold Flash springer and Watsonian child/adult sidecar, matching beige: £169.

1951 B.S.A. Bantam 125cc, excellent runner; £25.

55 Stockwell Rd. S.W.9. Brixton 2026, 6555; terms, exchanges. (1122)

JOHN SURTEES, West Wickham, Kent, for your B.S.A.—Spring Park 3700. (C1145)

1954 650cc Golden Flash, s/arm, black, in excellent condition throughout: £145, below.

PART exchange, hire purchase.—Sid Franklin, 420, Barking Rd., Plaistow, E.13. Albert Dock 1180. (8059)

1954 500cc B33 Gold Star type frame, excellent condition: £119.10.

L. STEVENS, Ltd., 147-151 Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. (C1151)

COPERMORES for B.S.A., 1,000 machines in stock.—Portsmouth Rd., Thame Ditton, Surrey. (C1006)

SUPER Rocket, immediate delivery £283; also C12 175 Super, etc.—Jones' Garage, Syston, Leics. (8037)

SLOCOMBES of NEASDEN!!! for your new 1958 B.S.A., always a good selection of guaranteed models.

SLOCOMBES—£249.10; 1957 500cc Gold Star, rare model, in road trim.

SLOCOMBES—£209.10; 1956 650cc A10, swinging arm, dual seat, nice condition.

SLOCOMBES—£179.10; 1957 Shooting Star, 500cc, swinging arm, dual seat, 14,000 miles.

SLOCOMBES—£315; 1958 650cc A10, swinging arm, dual seat and Swallow Jet 80 sidecar, black and white, two-tone finish.

SLOCOMBES—£259.10; 1956 650cc A10, swinging arm, etc.—Burmarr Astro sidecar, VG21 chassis, one careful owner; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. (C1115)

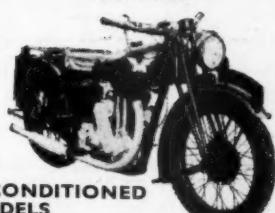
PRIDE & CLARKE

AMAZING BARGAIN !!

Unregistered 350 c.c. OHV EX-W.D.

MATCHLESS

TAX FREE



RECONDITIONED MODELS

£49.10.0

£16.10 Deposit
Balance by 24 monthly payments
of £1.14.8

Insurance added to terms if desired

COMPLETE SPECIFICATION INCLUDES:—
350 c.c. O.H.V. engine, Burman 4-speed positive stop foot change gearbox, Lucas AVC dynamo lighting, Lucas magneto. Heavy Duty Dunlop or equivalent tyres. Smith's 80 m.p.h. Speedometer. Finished in W.D. khaki green.

MAIL ORDER

We are specialists and you can order by post with complete confidence.

1/3rd deposit secures delivery of any new or used model—24 MONTHS TO PAY.

EXCHANGES. We welcome any motorcycle, cycle or car as whole or part deposit. H.P. a/c settled.

Super Bargain List free.

This service saves you £££s.

POST TODAY

I am interested in a New/Used/Ex-W.D.

MAKE..... PRICE.....

Model..... c.c.

I have for exchange a 19..... c.c.

Make..... Mileage.....

I must have £.....

NAME.....

ADDRESS.....

M.....

C.....

D.....

SEE DISPLAYED ADVERTISEMENTS

PRIDE & CLARKE LTD

158. STOCKWELL ROAD, LONDON, SW9

Phone: BRI 6251 • Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesdays to

B.S.A.

B.S.A. 1957 350, s/arm, dual seat, low mileage; £170 o.n.o.; seen after 6.30 p.m.—Smith, Breezy, Vera Rd., Downham, Billesley, Essex. [0208]

SAVE £'s by buying privately, one owner since new, spotless 150cc Bantam. Major springer, extras. Tel. Burgh Heath 1464, try 369ns. o.n.o. [1362]

PUTNEY AUTOS for your new B.S.A.; immediate delivery, terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]

B.S.A. 1956 CL1G, 17,000 miles, 4-speed, d/s, see 1½-lb. painters, extras.—68, King's Hill Ave., Worcester Park, S.W. [02045]

B.S.A. Bantam 125cc de luxe, 1953, low mileage, ex-true, exceptional condition; £48.10 o.n.o.—117, Pitlochry Ave., High Barnet, Herts. Barnet 6474 [02044]

ASTON AUTO-MOTORS OF BIRMINGHAM.—B.S.A. sales and service, 125cc to 650cc, a model for every one; new models on show; quick delivery! 172-177, Aston Rd., Birmingham. Ast. X 3201-2. [0561/R]

B.S.A. from stock—Loxham's Motor Cycle House, Fishergate, Preston. Exchange; h.p. terms.—Tel. 4242. [0045/R]

J. DOUBLE (MOTOR CYCLES), Ltd., 1958 B.S.A. Agents; spares, service, repairs.—809-811, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1119/R]

GRAYS, Tottenham—25cns. 1947 B.S.A. M20 600 side valve, fitted dual seat, new rear tyre, powerful motor, ideal sidecar machine; 100 others—819-821, High Rd., Tottenham, N.17. Tel. 6559. [C1069]

METTENS, Shannon Corner, New Malden 3110, for immediate delivery all smaller 1958 B.S.A. two- and four-strokes including the 2-tone Dandy scooterette; lists, full tuition, demonstrations free; Meetens' Bantam in new 1958 types. Inval. makers' guarantees: B.S.A. A10, 160cc, £500; Bantam, with car forks, £120; chain, cost £267.9.9, reduced to £240.10.0; B.S.A. 350cc single with chaincase, £231.8/10, reduced to £196.15; any model can be acquired for 1/2 deposit and 24 monthly h.p. rentals. [C1203]

B.S.A. WANTED

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

SMITH'S, 86, Chalk Farm Rd., N.W.1, want B.S.A.s.—Gul. 2767.

LAURE RYE urgently require all models, get our price list first! H.p. accounts settled, we pay our carriage.—895-921, Fulham Rd., S.W.6. Ren. 6102. [W1028/R]

WE pay £10 more for B.S.A.; H.p. accounts settled. We cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2337. [W1039]

B.S.A. SPARE PARTS

OWEN BROS. WE have the largest stocks of B.S.A. spares. Every spares including Amal, Wico-Pacy, Lucas and B.S.A. exchange service.

NO finer service exists, 24 hour c.o.d. or immediate counter service. SPARES lists 5/6; service sheets 7/6, post free.

OWEN BROS. 19, Battersea Rise, Clapham Junction, S.W.11. Bat. 7816-7. *** [S1095/R]

*** DON'T be penny wise, pound foolish—always use genuine B.S.A. spare parts. B.S.A. spares catalogue, 5/6 post free (state model B and year). B.S.A. MOTORS CYCLES, Ltd., Service Dept., 11, Montgomery St., Birmingham, 11, or from any B.S.A. dealer. *** [7551]

B.S.A. SPECIALISTS on the spot! COUNTY CYCLE & MOTOR Co., 266, Broad St., Birmingham, 1.—Daily factory visit, prompt c.o.d. and complete exchange part service.—Mid. 6508. [S1024/R]

WHITBYS. WHITBYS of ACTON.—London's largest B.S.A. agents. Our association with B.S.A. covers over 50 years. We offer the finest service.

TREMENDOUS stocks of spares available over the counter or c.o.d. Trade supplied.—Whitbys of Acton, Ltd., 263, Acton Vale, London, W.3. She. 6785. [S1128/R]

ASTON AUTO-MOTORS of BIRMINGHAM for B.S.A. spares, full stocks; quick postal orders; c.o.d. for return. 172-177, Aston Rd., Birmingham: Ast. X 3201-2. [0556/R]

BUY A CAR With Your MOTORCYCLE

● ANY MAKE WELCOMED AS DEPOSIT.

● 300 CARS AND VANS.

● COMPARE OUR PRICES.

● EASIEST TERMS—pay one-third deposit and drive away, balance over two years. Tax and insurance included in terms.

56 AUSTIN A35 2-dr. Saloon. Heater	4,000 miles	£219
56 AUSTIN A30 4-dr. Saloon. Heater	2,000 miles	£239
55 AUSTIN A30 2-door Saloon. Heater	2,000 miles	£239
53 AUSTIN A30 4-door Saloon. Htr. Sun Roof	2,000 miles	£242
52 AUSTIN A30 4-door Saloon. Htr. Sun Roof	2,000 miles	£242
52 FORD ANGLIA de Luxe Sal. Htr. 5,000 miles	£259	
52 FORD PREFECT Saloon. Heater	7,500 miles	£259
52 FORD ANGLIA Saloon. Extras	Low mileage	£269
52 FORD POPULAR Saloon. Extras	Low mileage	£249
52 FORD ANGLIA Saloon. Extras	Low mileage	£249
52 FORD POPULAR Saloon. 1 owner	2,000 miles	£219
52 FORD ANGLIA Saloon. Heater. 17,000 miles	£249	
52 FORD POPULAR Saloon. 1 owner	2,000 miles	£290
52 FORD ANGLIA Saloon. Heater	2,000 miles	£249
52 FORD POPULAR Saloon. Extras	Low mileage	£279
52 FORD ANGLIA Saloon. Extras	Low mileage	£249
52 FORD ANGLIA Saloon. Extras	Low mileage	£249
52 HILLMAN MINX GAYLOOK Sal. Htr. 1 owner	2,000 miles	£259
52 HILLMAN MINX Coupé. Heater. Extras	2,000 miles	£269
52 HILLMAN MINX Saloon. Heater. Extras	2,000 miles	£249
52 HILLMAN MINX Saloon. Heater. Extras	2,000 miles	£249
52 HILLMAN MINX Coupé	2,000 miles	£249
52 HILLMAN 10 Saloon	2,000 miles	£189
52 MORRIS 1,000 4-door Saloon. Heater	2,000 miles	£259
52 MORRIS 1,000 2-dr. D/L Sal. 9,000 miles	£259	
52 MORRIS MINOR 4-door Saloon	2,000 miles	£249
52 MORRIS MINOR Saloon. Heater. 1 owner	2,000 miles	£249
52 MORRIS MINOR Saloon. Heater. 1 owner	2,000 miles	£249
52 STANDARD 10 de Luxe Saloon. Heater	2,000 miles	£249
52 STANDARD 9 de Luxe Saloon. Heater	2,000 miles	£249
52 STANDARD 10 de Luxe Saloon. Heater. Extras	2,000 miles	£249
52 VAUXHALL VICTOR SUPER SALON. Heater	2,000 miles	£269
MINICARS		
57 BOND Mk. 'D' Family de Luxe	2,000 miles	£279
56 BOND Mk. 'C' Family de Luxe, 7,000 miles	2,000 miles	£239
56 BOND Mk. 'C' 2-seater	1,000 miles	£199
56 B.M.W. ISSETTA 250. Low mileage	2,000 miles	£279
57 HEINKEL CABRIO CRUISER. 4,000 miles. Heater	2,000 miles	£219
57 MESSERSCHMITT KR.200 de Luxe. Heater	2,000 miles	£299
57 MESSERSCHMITT KR.200 CONVERTIBLE. 300 m.	2,000 miles	£299
57 MESSERSCHMITT KR.200 de Luxe	2,000 miles	£299
57 MESSERSCHMITT KR.200 1 owner	2,000 miles	£299
57 MESSERSCHMITT KR.175. 1 owner. Ex. cond.	2,000 miles	£219
VANS		
57 AUSTIN A35 VAN. 9,000 miles	2,000 miles	£279
57 AEROMARINE VAN TRUCK	2,000 miles	£269
57 MORI'S HILLMAN HUSKY. Extras	2,000 miles	£249
57 MORRIS 1,000 TRAVELLER de Luxe. 5,000 miles	£259	
57 MORRIS MINOR TRAVELLER de Luxe	2,000 miles	£249
57 MORRIS COWLEY 10 cwt. VAN. Heater	2,000 miles	£249
57 STANDARD VANGUARD 12 cwt. VAN. 2 tone	2,000 miles	£249
56 THAMES 5 cwt. 2-tone	2,000 miles	£239

NEW 1958 CARS
AGENTS FOR: Austin, Ford, Hillman, Humber, Morris, M.T.C., M. & S., Rover, Standard, Sunbeam, Triumph, Wolseley. ALL MODELS FOR IMMEDIATE OR EARLY DELIVERY.

NEW VANS

FOR IMMEDIATE DELIVERY: Austin A35, A50, Commer Cob and Express, Thames 5 and 7 cwt., choice of colours, Morris J2.

NEW MINICARS

All makes for immediate delivery.

LATEST LIST OF CARS BY RETURN

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, SW9
Phone BRI. 6251. Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays 1 p.m.

B.S.A. SPARE PARTS

GLANFIELD LAWRENCE.

FOR B.S.A. genuine spares and replacement service; immediate attention to counter and c.o.d. orders. MAKE: Glanfield Lawrence your B.S.A. service.

LONDON (PINCHLEY).—407, High Rd., North Finchley, N.12. Tel. 0091. LONDON (HIGHBURY).—28-32, Highbury Corner, N.5. Tel. 2791.

CARDIFF.—2-10, City Rd., Cardiff 20531.

BRISTOL.—47-53, Bath Rd., Bristol 78001.

PORTSMOUTH.—147-151, Fratton Rd., Portsmouth 74422.

SWANSEA.—20, Rutland St., Swansea 50511. [S1046/R]

GODFREYS, Ltd.—B.S.A. spares stockists; c.o.d.—All depots; see display advert. [S1052/R]

ELEANOR MOTORS.—B.S.A. spares trade supplied. Quotation cash or c.o.d. by return. 265-9, Mare St., Hackney, E.8. Amherst 5134/3923. [0313]

PRIDE & CLARKE.—New and second-hand spares; quotations any part by return post, c.o.d. easy payments.—Stockwell Rd., S.W.9. Tel. 6251. [S1098/R]

WEST END MOTORS, Ltd., 171, High St., S.E.15. New X 518-9, and 178, Upper Tooting Rd., S.W.17. Tel. 4231, for B.S.A., Amal, Wico-Pacy spares. [0215/R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200—Vast range of B.S.A. spares; call or sent c.o.d. [S1169/R]

KAYS OF EALING, Ltd., B.S.A. spare parts stockists. Trade supplied, quotations or c.o.d. by return. 8-10, Bond St., Ealing, W.5. Tel. 5336. [S1075/R]

CLAUDE RYE, Ltd., B.S.A. specialists.—Comprehensive range, including 100% Bantam spares available: c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/R]

PARKS for B.S.A., official stockists for S.E. London; 100% B.S.A. spares stock and associated Wipac, Amal, Lucas, Ferodo; prompt c.o.d. service; B.S.A. exchange replacement service; Dandy spares and accessories: Gold Star specialists.—Tel. Lee Green 0535 404. High St., Lewisham, S.E.13. [0505/R]

B.S.A. SERVICE

24-hour c.o.d. service on all B.S.A. spares and exchange replacement units; engines, gear boxes, clutch plates, brake shoes, frames, forks, wheels, in fact every item you require; stockists also for Amal, Wico, Lucas and Smiths speedos; don't keep machine off the road, use our 100% service—Coventry Motor Mart, Ltd., B.S.A. Specialists, Postal Department, 7, 86, London Rd., Coventry. Tel. 2146 and 7. [0077/B]

CORGI SPARE PARTS

GLANFIELD LAWRENCE.

LARGEST Corgi spares stockists in the country. SEND for free spares list, enclosing 3d stamp for postage.

407—419, High Rd., N. Finchley, N.12. Finchley 0091. [S1044/R]

DAYTON ALBATROSS

GODFREYS, Ltd., Dayton Albatross dealers all depots. See display advert. [C1052/R]

WHITBYS OF ACTON.—Immediate delivery of new Albatross—273 Acton Vale, W.3. She. 5353. [C1128/R]

METTENS, Shannon Corner, New Malden 3110, for immediate delivery Albatross, very latest Continental 250cc, 4-speed twin. Britain's super real 2-seater scooter in choice colours: this newest streamlined model is a pleasure to ride, easy to handle and yours safely, comfortably, quickly anywhere; £235. or £260; single-cylinder, £210.10; personal h.p. terms, 1/2 deposit; personal tuition free; lists; demonstrations.

DIANA

GODFREYS, Ltd., for Diana, all depots.—See display advert.

CLAUDE RYE.—Immediate delivery new Diana; choice of colours, terms—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C105/R]

SLOCOMBES OF NEASDEN!!! for your new Diana; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

PUTNEY AUTOS, Ltd., main agents for your new Diana; terms, exchanges—263, Putney Bridge Rd., S.W.15. Put. 1186. E.C. Thurns. 1 p.m. [C1138/R]

D.K.R.

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6856. D.K.R. Dove main dealers. [0983]

COMFORDS.—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thame Ditter. [C1008]

SLOCOMBES OF NEASDEN!!! for your new D.K.R.; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

CLAUDE RYE.—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

NEW 1958 MODELS



THE BIGGEST AND BEST SELECTION FOR IMMEDIATE DELIVERY

Come and See Whitbys Now

HIGHEST EXCHANGES

You'll be a lot better off when "Swapping" your machine if you come along to WHITBYS...

... WHITBYS need good, clean Solo, Combinations, Scooters and Three-Wheelers, and will pay Tip-Top Prices.

BRING YOURS ALONG TODAY AND GET
MORE IN PART EXCHANGE

SECONDHAND BARGAINS HERE IS A SMALL SELECTION

	MOPEDS	Cash Price
1956 BOWN	Moped, 49 c.c. Sachs engine, 2-speed, excellent condition	£239
1956 NORMAN	Nippy, 49 c.c. speedo, 2-speed, v. smart red and chrome, economical	£242
1957 NEW HUDSON	98 c.c. Villiers, electric horn, carrier, virtually as new	£255
	SCOOTERS	
1956 LAMBRETTA D	150 c.c. s/wheel, pillion, ex. tyres, green and chrome	£275
1955 LAMBRETTA LD	150 c.c. pillion, screen, above average condition, grey/blue	£2105
1958 N.S.U. 5 Star Prima	175 c.c. s/starter, pillion, 4-speed, 1,000 miles only, superb cond., as new	£2115
1957 N.S.U. Prima	150 c.c. s/starter, pillion, s/wheel, one careful owner, red/chrome	£2115
1956 VESPA Ultra	125 c.c. fully equipped with d/s, carrier, screen, very attractive	£205
1956 VESPA	125 c.c. screen, carrier, smart finish in red/grey, excellent appearance	£205
1956 D.W. Hobby de Luxe	74 c.c. automatic gear, pillion, choice from	£205
1957 HEINKEL	Tourist, 174 c.c. O.H.V., s/starter, d/seat, 5,000 miles only, as new	£2185
1955 ZUNDAPP Bella	200 c.c., screen, pillion, 4-speed, smart green finish	£109
	SOLOS	
1957 E. ENFIELD	700 c.c., s/arm, d/seat, superb condition throughout, 2,000 miles only, as new	£2119
1957 MATCHLESS G11	Super Clubman, Avon fairing, carrier, 7,000 miles only, as new	£239
1957 A.J.S. 300	600 c.c., s/arm, c/bar, Craven carrier, 3,000 miles, sparkling condition throughout	£225
1957 ARIEL AG	1,000 c.c., screen, c/bar, Craven equipment, 6,000 miles, immaculate	£275
1957 BSA C12	250 c.c., s/arm, d/seat, 4,000 miles, one care. all over	£2129
1957 F. BARNETT	Falcon 74, 197 c.c. Villiers, s/arm, leather panniers, well maintained	£115
1957 TRIUMPH T100	197 c.c., s/arm, fully equipped with 1/4shields, c/bar, panniers, one owner, perfect	£225
1957 ARIEL Colt	200 c.c., s/frame, panniers, 1/4shields, and screen, excellent value	£99

IMMEDIATE POSTAL SERVICE

WHITBYS
OF ACTON

SPARES—TEL. SHE 6785

**THE VALE, ACTON,
LONDON, W.3**
PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekdays
Saturdays 6 p.m.

THE MOTOR CYCLE

D.K.R.

MEETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery. D.K.R.—Villiers Dove with kick start, Pegasus with electric start, and Dehant 200cc 4 speed electric starter model, trade approved Villiers service. Ask for free lists of D.K.R.'s from £54/15 deposit and 24 monthly rentals by h.p. and don't forget full expert tuition is free. Demonstrations. [C1203]

D.M.W.

COMPERFORDS for D.M.W. Dolomite trials twin from stock, 50 other competition models, new and secondhand.—Portsmouth Rd., Thames Ditton, Emberbrook 5531. [C1006]

MEETEN'S, Shannon Corner, New Malden 3110, for immediate delivery. The irresistible D.M.W. Dolomite 250cc 4-speed Villiers trials twin, trials, black, Paris grey, blue; also the 200cc Mark 9 4-speed single, all with famous M.P. Earles front suspension, and the Mark 8 200cc Popular, Britain's cheapest 197cc; illustrated list free; you choose of 2 little-used 1957 200P 4-speeders, at bargain prices of 40gns. deposit, fix up for a demonstration on the Dolomite Twin—no silent, safe and swift, Villiers super service, every type. [C1203]

D.O.T.

DOT CYCLE & MOTOR MANUFACTURING Co. Ltd., Manchester 13. Tel. Blackfriars 5472-5-4. [0222/R] COMPERFORDS—1958 Dot works replica; delivered from stock; 50 other competition models; new and secondhand.—Portsmouth Rd., Thames Ditton, Emberbrook 5531. [C1006]

DOUGLAS

125cc.—Douglas Dragony 1956 348cc. ohv, swing-arm, dual seat, excellent condition; terms, exchanges—Rowland Smith, below.

39cc.—Douglas, September 1947. 348cc. ohv, spring frame, dual seat; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

DOUGLAS WANTED

WE pay £10 more for Douglas; H.P. accounts settled. Cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Road, Reading. Open 9 a.m. to 9 p.m. 6-days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

DOUGLAS SPARE PARTS

CLAUDE RYE, Ltd.—Full range of spares for the T35 model, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

DOUGLAS VESPA

MITCHELL ERSKINE, Kingsbury Circle.

£89.—1956 Vespa, low mileage, very clean, fitted screen; dep. 1/3rd, balance, 12, 18, 24 months.—The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. [C1141]

GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert.

WHITBYS—Vespa specialists, new and second-hand. 275, Acton Vale, London, W.3. She. 5355. [C1128/R]

WALTON-ON-THAMES MOTOR Co., Ltd. (main agents), Bridge St., Walton-on-Thames. [0261/R]

SLOCOMBES OF NEASDEN!!! for your new Vespa, terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines [C1115]

LEDA Scooters—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Tel. 4046. [0034/R]

DOUGLAS VESPA WANTED

GEORGE CLARKE pay most for Douglas Vespa—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

OWLAND SMITH'S, the Douglas Vespa buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

DOUGLAS VESPA SPARE PARTS

GLANFIELD LAWRENCE. No waiting.

WE hold immense stocks of Vespa spares; immediate delivery—over the counter or by post—return postal service—full phone, write, 37, High Rd., North Finchley, N.13. Tel. Fin. 009. [S1044/R]

GODFREYS, Ltd.—Croydon, 208, Gt. Portland St., W.1. Forest Gate. See display advert. [S1052/R]

YOUNG'S—Vespa spares and accessories, list free—32, Tooting Bec Rd., London, S.W.17. Tel. 7791. [S1134/R]

HUMPHREYS for Vespa spares and accessories; H counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [S1058/R]

EXCELSIOR

OWLAND SMITH for Excelsior.

NEW models in stock.

59cc.—Excelsior Twin 1953, 246cc. Tallman, spring frame, 4-speed, s/arm, d/seat, 1/4shields, exchanges, list free—Rowland Smith, below. [C1114]

YOUNG'S—Excelsior main agents; terms, exchanges—32, Tooting Bec Rd., London, S.W.17. Tel. 7791. [S1134/R]

WHITBYS of ACTON

CAN GIVE IMMEDIATE DELIVERY
OF 1958 MODELS

Norton

ARIEL

BSA

TRIUMPH

MATCHLESS, A.J.S., VELOCETTE, JAMES,
FRANCIS-BARNETT, ETC.

ALSO

RELIANT Regal, HEINKEL Cabin Cruiser,
and ISETTA Moto-Coupe

SCOOTERS

VESPA, D.K.R., ADLER, ALPINO, ISO,
ALBATROSS, DUNKLEY, NSU Prima and
Five Star, PEUGEOT, PIATTI

CARS

AUSTIN, MORRIS, FORD

CLEARANCE!

of shopsoiled 1957 models, all new
and unregistered

OUR
PRICE

	ADLER de Luxe, s/start	List	£163	£125
A.J.S. Model 20		£281	£255	
ARIEL VB 600		£222	£199	
ARIEL 175 Hailmaster		£270	£230	
B.S.A. C10, 250		£146	£133	
B.S.A. B3, 350		£230	£210	
B.S.A. A10 650 Flash		£266	£245	
AYTON Albatross 225		£210	£189	
HEINKEL Tourist 174		£229	£209	
NORTON Model 77 600		£268	£240	
PARILLA Cader 150		£176	£155	
VESPA (25 Standard)		£176	£125	
VESPA 150 de luxe		£166	£145	
VESPA 150 Continental		£185	£155	

AND THE FINEST SELECTION OF
IMMACULATE USED MODELS

IF UNABLE TO CALL, POST THIS COUPON

To: WHITBYS of ACTON LTD.,
273, The Vale, Acton, London, W.3

I am interested in purchasing a NEW / SHOP-
SOILED/SECONDHAND (state make and model)

I have for exchange a (give details)

..... and require £.....

I should like details and terms over 12, 18, 24 mths.

NAME

ADDRESS

WHITBYS
OF ACTON

The Biggest Dealers in the Home Counties

**THE VALE, ACTON,
LONDON, W.3**

PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekday.
Saturdays 6 p.m.

GILERA

175cc—Gilera 1958 175cc ohv Extra model, brand new condition, cost about £220; terms, exchanges, list, open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

PRIDE & CLARKE, main agents.—175cc sports £199/19/6; $\frac{1}{4}$ deposit; immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Tel. 6251. [C1098/R]

GREEVES

GREEVES MOTOR CYCLES, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet, 2761. The thrill of a lifetime! when you own the new 250cc Fleetwing twin; send your address for details. [C1002]

A RCHER OF ALDERSHOT, for Greeves, etc.; spares and service.—Victoria Rd., Tel. 323. [C1064/R]

GREEVES Main Dealers.—New models available, immediate delivery.—G. P. Balham, 2c & 137, Balham Hill, S.W.12. Battersea 1107, ext. 4. [C1091]

SLOCOMBES OF NEASDEN!!! for your new Greeves; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—lines. [C1115]

COMERFORDS for Greeves, 20 T.A. Scottish trials, from stock; exchanges.—Portsmouth Rd., Thame Ditton, Emberbrook 5531. [C1006]

PALMERS—Immediate delivery of Greeves Scottish Trials and Hawkhorne Scrambles models; also 1958 Greeves Scottish Trials, as new, £155; exchanges and terms.—81, Stanley Rd., Teddington. Molesey 1646. [C1003]

HARLEY-DAVIDSON

COME to the Harley dealer to see and try the most expensive motor cycle in the world, definitely the most superb motor cycle made. Hodson's, powerful, comfortable and reliable. To handle, F. H. Wier, Ltd., 611, Kings Rd., Fulham, S.W.6. Renown 2934. [C1001]

HARLEY-DAVIDSON SPARE PARTS

CLAUDE RYE, Ltd.—The largest stock in the world; brand new Harley spares and accessories; list available; trade and export inquiries welcomed.—891, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

INDIAN SPARE PARTS

CLAUDE RYE, Ltd.—Huge stocks of brand new ex-W.D. Indian spares and accessories at rock-bottom prices; lists available; trade and export inquiries welcomed.—893-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

JAMES

FRED WARRELL offers:—

1958 200cc James Captain 9E motor, 50 miles only, absolutely as new, blue and grey, cost new, £155, our price £129.

FRED WARRELL, 41-48, Chingford Mount Rd., E.4. Larkwood 7530. [C1198]

A RCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd., Tel. 323. [C1071/R]

JOHN SURTEES, West Wickham, Kent, for your James.—Spring Park 3700. [C1145]

NORTH London.—Tele. Autos for James sales and service.—18, Turnpike Lane, N.8. [C123/R]

JAMES 150, brand new 1957 model; £100; terms, exchanges.—Edwards Motors, Ltd., Taunton 2500. [C1078]

RENNO'S for your latest model James; immediate delivery, 12, 18, 24 months self financed terms, exchanges.

RENNO'S.—1956-7 James Captain de luxe 197cc, R swinging arm, telescopic forks, dual seat, wide bars, value, 95s.—232-3-4, Upper St., London, N.1. Can. 2021 and 217, Hornsey Rd., London, N.7. Arc. 5388. [C1104]

WHITBYS OF ACTON.—Immediate delivery of new models.—273, Acton Vale, London, W.3. She. 5355. [C1228/R]

SLOCOMBES OF NEASDEN!!! for your new James; N.W.10. Gladstone 3355—8 lines. [C1115]

MEETEN'S, Shannon Corner, New Malden, Tel. 3110. For immediate delivery of every model of the James range including the new 175cc 4 speed Cavalier at £149/14/- other models from £85-11-11. Lowest possible h.p. terms, free expert tuition: James and Villiers unbeatable spares service, trade supplied.

JAMES WANTED

CLAUDE RYE urgently require all models, get our price list first! H.P. accounts settled, we pay carriage.—893-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

WE pay £10 more for James; H.P. accounts settled, we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6 days. Sundays 11 a.m. to 5 p.m. Tel. Reading 2237. [W1029]

JAMES SPARE PARTS

KAYS OF EALING, Ltd., James spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Tel. 2387. [S11075/R]

O'NEILL BROS., Ltd.—All post-war spares, Villiers spares and exchange units, full postal service, trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1119]

KNOCK-OUT BARGAINS!!!

'55 JAMES, 98 c.c., s/frame, full width hubs, maroon finish, clean.....

£49 10

'52 ENFIELD, 350 c.c., black and chrome finish, new dual seat, sound throughout.....

£48 0

'38 SCOTT, 600 c.c., water cooled, new dual seat, good tyres, good runner, sound machine.....

£49 10

'47 TRIUMPH Tiger 100, dual seat, stop light, paintwork poor.....

£48 0

'52 FRANCIS BARNETT, Trials, tele. forks, good tyres, lights, speedo.....

£46 8

'51 VELOCETTE 200, c.c., shaft drive, water cooled, dual seat, carrier.....

£38 0

'53 JAMES, 125 c.c., s/frame, dual seat, maroon and chrome finish.....

£38 0

'55 EXCELSIOR, 98 c.c., Consort, black and chrome, good runner.....

£35 0

'50 B.S.A., 250 c.c., tele forks, silver and chrome tank, new battery.....

£26 0

'54 EXCELSIOR, 98 c.c., dual seat, black and chromium finish.....

£26 0

'51 VELOCETTE LE 200 c.c., blue and chrome finish, good tyres, well maintained.....

£49 10

'49 B.S.A., 350 c.c. O.H.V., large head-lamp, dual seat, needs slight attention, bargain.....

£36 0

'46 TRIUMPH, 350 c.c. Twin, black and chrome, teles.....

£55 0

'48 B.S.A., 250 c.c., blue and chrome tank, leather pannier bags, dual seat, good tyres.....

£46 0

'55 FRANCIS BARNETT Trials, 4-speed box, no lights, speedo.....

£49 10

'52 B.S.A. Bantam, s/frame, good tyres, choice of 3.....

£36 0

'48 PANTHER, 600 c.c., s/car spec., tele forks, mirror, screen.....

£58 0

'54 TRIUMPH Terrier, 150 c.c., maroon finish, s/frame, dual seat.....

£59 0

'52 ENFIELD, 125 c.c., tele forks, leg-shields, speedo., direct lighting, good tyres, really excellent condition, bargain.....

£26 0

'52 FRANCIS BARNETT, 197 c.c., battery lighting, s/a, dual seat leg-shields.....

£56 0

£5 DEPOSIT RESERVES OF THE ABOVE

LARGEST POSTAL DEALERS IN THE SOUTH

COMERFORDS LTD.

THAMES DITTON, SURREY

Phone us if you would like to be picked up at the Station.

Station: SURBITON—15 minutes from Waterloo. Open 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.

Telephone: EMBerbrook 5531 (PBX)

J.A.P. engines and spares; world's largest distributors. —Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbrooke 2792. [C1066/R]

JAWA

SOLE U.K. concessionaires for 175cc Cezeta scooters Ltd., 248, Holloway Rd., N.7. North 6381. [C1021]

MERCURY MOTORS

offer:—
MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Wembley 6059-9. [C1085]

NORMAN STOKES MOTOR CYCLES.—The Jawa-CZ specialists for your new 1958 Jawa; immediate delivery, terms and exchanges.—Vernon Street, W.1. Tel. Northampton 1303. [C1048]

NORTHAMPTON SCOOTERS, Ltd., for all the latest makes of scooters, including the new Jawa Cezeta 175cc, immediate delivery.—154, Wellington Road, Northampton. Tel. 1303. [C1049]

59cc—Jawa 1954 248cc, spring frame, dual seat, open 9 week-days and Saturdays.—Rowland Smith Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

JAVA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributor for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough Rd., Northampton. Tel. 1303. [C106/R]

LAMBRETTA

LAMBRETTA.—Solo concessionaires U.K., Lambretta Concessions, Ltd., Head office and sales, Beverley Concessions, King's Lynn, Norfolk, By-pass, S.W.20. Tel. Malden 7721. Service station, 212/213, King's Lynn, W.M.19. Tel. Liberty 7621. Spares and accessories, 424/426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204. [C1045/R]

SPEEDWAY OF ACTON.

1954 LD 125cc, extras: £75. **1955** LD 150cc, screen, pillion: from £89/10. **1956** LD 150cc, screen, pillion etc.; from £99/10. **1957** MHL 150cc, many extras: £135.

DOZENS of used scooters always in stock with three month's guarantee. EVERY new model including the T.V. 175 for immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2. [C1212]

ROWLAND SMITH'S for Lambretta.

NEW Scooters, Mopeds, trucks in stock; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

£115—1956 LD 150, screen, pillion, many extras.—45, Mosdale St., Camberwell, S.E.5. [C1035]

LAMBRETTA.—Loxham's Motor Cycle House: exchange, h.p. terms.—Tel. 4242 Preston. [C044/R]

WHITBYS for bargains in used Lambrettas 273, Acton Vale, London, W.3. Shep. Bush 3355. [C128/R]

PRIDE & CLARKE Ltd., Lambretta specialists all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1096/R]

1956 ISOLD, beautifully kept, £30 in extras; £129. 97, Jarrold Rd., Chadwell Heath, Romford. [C029]

SLOCOMBES OF NEASDEN!!! for your new Lambretta terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

WHITE & MARTIN for the Lambretta Scooter, immediate delivery, 2 years, spares and accessories, 10 terms, part exchanges, etc.—19, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R]

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents, spares, service, repairs.—123-4, Mildmay Parade, Cranbrook Rd., Barking, Ilford, Essex. Tel. Val. 0191. [C1119/R]

NEW Lambrettas from £23/19/2 down, 24 instalments, 2/4/8 (cash price £71/7.6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [C025]

O'NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing; riding instruction given.—190, The Broadway, N.W.9. Hendon 8629. [C1179]

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thame Ditton. Emberbrook 5531. [C1006]

RENNOS.—Lambretta specialists; immediate delivery, all makes and models; Mopeds, Marks, L.D.B. 175 TV, also 150cc complete, sun, after-sales service, spares, accessories; easiest possible self-financed terms, exchanges.

RENNOS.—Bargains; several second-hand Lambrettas from 799s, or terms.—232-3-4, Upper St., London, N.1. Can. 2021 and 217, Hornsey Rd., London, N.7. Arc. 5388. [C1104]

26 JUNE 1958

(Supplement ix) 28

GEO CLARKE
250 MOPEDS, SCOOTERS,
LIGHTWEIGHTS
AT 276/278 BRIXTON HILL, S.W.2.

SCOOTERS, LIGHTWEIGHTS, ETC.

	Cash Price
BROWN, '56, 49 c.c. Moped paniers.	£49 10
BROWN, '56, 125 c.c. dist. Clean.	£29 10
BROWN, '52, 125 c.c. pillow. Clean.	£35 10
BROWN, '56, 125 D1 Bantam, spgr.	£35 10
BROWN, '53, 125 D1 Bantam, spgr.	£35 10
BROWN, '57, 70 c.c. Dandy, S/A. Bargain.	£45 10
BROWN, '55, 150 o.h.c. D3 Bantam Major.	£45 10
BROWN, '56, 150 D3 Bantam. Very good condition.	£69 10
BROWN, '57, 125 D3 Bantam, spgr.	£26 10
BROWN, '57, 125 D3 Bantam, black, S/A, d/s.	£29 10
CYCLEMATE '22 c.c. with Genta Triumph cycle.	£10 10
DAYTON, '56, 225 Albatross, S/A. As new.	£145 10
DAYTON (D), '57, 225 Albatross, d/s, carrier.	£149 10
ENFIELD (R), '53, 150 spgr.	£39 10
EXCELSIOR, '57, 98 Consort, Bargain.	£29 10
EXCELSIOR, '57, 98 Scutabyke, spgr.	£29 10
FRANCIS BARNETT, '56, 125. Good condition throughout.	£65 10
FRANCIS BARNETT, '54, 125 Kestrel, spgr.	£49 10
HERCULES, '57, 50 c.c. Hercules, sprung forks.	£49 10
JAMES, '59, 98 c.c. Autocycle, carrier, Lshds.	£10 10
JAMES, '47, 98 c.c. Autocycle. Good runner.	£12 10
JAMES, '53, 125 Cadet, spgr. pillow.	£12 10
JAMES, '53, 197 Captain, spgr. de luxe.	£59 10
JAWA, '54, 55, 150 Ted, w/creen.	£49 10
LAMBRETTA, '56, 57, 49 c.c. Moped, S/A, mirror. Bang.	£19 10
LAMBRETTA, '55, Model LD, Good condition.	£29 10
LAMBRETTA, '56, Model LD, pillow. V.G. condition.	£109 10
LAMBRETTA, '57, 125 Model LDB, w/seen.	£109 10
LAMBRETTA, '57, 150 Model LD, carrier. As new.	£129 10
LAMBRETTA, '57, 150 Model LD. As new.	£129 10
MAICOMORI, '57, 200 de luxe scooter. Many extras.	£149 10
MERCURY, '56, 49 c.c. Hermes, light scooter.	£29 10
MERCURY, '57, 49 c.c. Merette, teles., pillow. Ex cond.	£29 10
MORYLETTE, '55, 56, 49 c.c. Moped, Bargain.	£29 10
MORYLETTE, '57, 49 c.c. MOBYMATIC, spgr.	£29 10
N.S.U., '55, 49 c.c. Quickly. Good condition.	£29 10
N.S.U., '56, 125 Super Fox, S/A, F.W. hubs.	£115 10
PHILLIPS, '55, 49 c.c. Moped, spgr. saddle. Lively.	£29 10
PHILLIPS, '57, 49 c.c. "Gadabout" Moped, 2-tone.	£39 10
PIATTI, '57, 125 w/seen, w/wheel, carrier.	£89 10
POWERPAK, '57 49 c.c. cycle attachment on tandem.	£13 10
PROGRESS, '56, 200 c.c. self starter, w/screen.	£130 10
SUN, '50, 98 c.c. L.S. carrier.	£22 10
SUN, '54, 98 c.c. 2-speed, carrier, Lshds.	£49 10
TERROT, '57, Scooterrot, pillow, s/wheel, w/screen.	£105 10
VESPA, '54, 125 c.c. Scooter, two-tone.	£49 10
VESPA, '57, 125 c.c. pillow, w/screen.	£65 10
VESPA, '55, 125 c.c. w/screen.	£79 10
VESPA, '57, 125 Scooter, d/s, carrier.	£29 10
VESTING, '57, 49 c.c. Perma Moped, S/A, pillow, Lshd., w/screen.	£109 10
WABO, '57, 98 c.c. Scooter, pillow, seat.	£59 10
ZUNDAPP, '55/56, Combinette. As new.	£29 10
ZUNDAPP, '56, Combinette.	£29 10
ZUNDAPP, '55/56, 200 Bella, d/s, s/wheel, red.	£109 10
ZUNDAPP, '56, 200 c.c. Bella, d/s, w/screen.	£109 10
ZUNDAPP, '56, 200 c.c. Bella, elec. starter, d/s, sp. wheel.	£145 10
ZUNDAPP, '56, 125 Bella, electric starter, d/s, blue.	£149 10
MOPEDS, SCOOTERS & LIGHTWEIGHTS at 275/9 High Street, Acton	
AMBASSADOR, '56, 150 T/S Popular, teles., s/arm. Bgn.	£89 10
B.S.A., '57, 125 preselected gears. As new.	£49 10
B.S.A., '52, 125 D.I.R., teles., d/s, seat.	£49 10
B.S.A., '54, 150 Bantam Major D1 teles., spgr. d/sat.	£55 10
B.S.A., '54, 150 c.c. Bantam Major, teles., spgr. batt. L.	£55 10
B.S.A., '55, 150 c.c. Bantam Major, teles., spgr. d/sat.	£69 10
CYCLEMATE, '56/57, 32 c.c. with your sports cycle.	£16 10
CYCLEMATE, '55, 32 c.c. Moped.	£19 10
ENFIELD, '57, 148 T/S, teles., spgr. 1 owner.	£70 10
EXCELSIOR, '54, 98 Villiers model Consort.	£35 10
FRANCIS BARNETT, '56, 150 Kestrel 69, teles., spgr., d/sat.	£69 10
KREMER, '57, 49 c.c. Mod. J50 Moped. As new.	£42 10
LAMBRETTA, '55, 150, Mod. "D" Sports.	£35 10
LAMBRETTA, '57, 125 Scooter, 1 owner.	£59 10
MERCURY, '56/57, 50 c.c. Hermes Scooter.	£70 10
NORMAN, '54, 125 Mod. B18, teles., spgr.	£35 10
N.S.U., '57, 50 c.c. Quickly Moped.	£55 10
SUN, '55, 98 c.c. Villiers Hornet, tubular link forks.	£49 10
TERROT, '57/58, 125 Scooter, new, sp/oldies, extras.	£119 10
TRIUMPH, '57, 150 Terrier, teles., spgr.	£69 10
VESPA, '54, 125 de luxe Scooter, extras.	£69 10

Selection of Scooter combinations and Scooter sidecars at specially low prices. Write for details.

THE MOTOR CYCLE

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., [0108/223]. Tel. Woolwich 1223.

MATTHEWS OF STOCKWELL, Ltd., 55. Stockwell Rd., S.W.9.

1957 G60 500, swinging arm and Blacknell double adult sidecar on safety chassis. £225.

1956 350, excellent condition; £145.

1953 G60, swinging arm; £119.

1956 350 comp. full lighting, excellent; £139.

1954 500 comp., absolutely as new; £139.—Brixton 6555. Terms and exchanges. [C1122]

JOHN SURTEES, West Wickham, Kent, for your Matchless.—Spring Park 3700. [C1145]

ARCHER OF ALDERSHOT for Matchless, etc. spares and service.—Victoria Rd., Tel. 323.

SLOCOMBE OF NEASDEN!!! for your new 1958 used model Matchless, always a good selection of guaranteed

£159 10.—1955 350cc. G6LS, swinging arm, dual seat, windscreens 11,000 miles immediate

ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355.

PUTNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1115]

WHITTAKERS OF BLACKPOOL for your new Matchless, immediate delivery from stock.—19, Cookson St., Blackpool. Tel. 24828. [C1139]

WHITBYS OF ACTON.—New models in stock; exchanges, h.p. spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showrooms); She. 6785 (Spares). [C1128/R]

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041.

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 2211. [W1114/R]

CLAUDE RYE urgently require all models; get our price list first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

WE pay £10 more for Matchless; H.p. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 1373. [0176]

CLAUDE RYE, Ltd.—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1115/R]

HOE STREET GARAGE, Ltd.—Genuine spares; c'tner: c.o.d. trade.—414, Hoe St., W.2. E.17. Tel. Cop. 1710. [0275]

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

GUS KUHN.—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0135 R]

OSGOOD & COATES, Ltd.—Matchless specialist; spares and repairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0513. [S1094]

100% service c.o.d. and trade.—E. H. Fisher Motors, Ltd., Bath Rd., Hounslow. Middx. Hounslow 1852. [S1162]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of Matchless spares. Call or sent C.O.D. [S1169/R]

KAYS OF EALING, Ltd.—Matchless spare parts stockists. Trade supplied, quotations on 0-10. Bonar St., Ealing, W.5. Eal. 2387. [S1075/R]

O'NEILL BROS., Ltd.—All post-war spares in stock. Also Burman, Amal, Lucas and postal service trade supplied.—The Broadway, N.W.9. Henton 1852. [S1158/R]

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Put. 6887. [S1179/R]

C.O.D. and service units. £10,000 spares in stock.—Repairs 54-74, Cottenham Rd., Whetstone, Surrey. Upl. 6395 and 259-269, Haydon Rd., W.12. Wimborne 1234-5. 220, Barking Rd., E. Ham. Gra. 8088. 94-96, High Rd., Tottenham. Sta. 5656. [S1032/R]

GODFREYS, Ltd.—Matchless and Burman spares stockists. c/o 228-234, London Rd., Croydon. Cro. 3641-3. 208-210, Great Portland St., W.1. Eus. 4632-4. 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5. 220, Barking Rd., E. Ham. Gra. 8088. 94-96, High Rd., Tottenham. Sta. 5656. [S1032/R]

MOTO-GUZZI

PRIDE & CLARKE, main agents 98cc Zigolo super sports. £109 19-6. 1/3 deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogues free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

GEO CLARKE
WANTED

3000
MOTOR CYCLES
COMBINATIONSSCOOTERS
3 Wheelers
ForTOP CASH
orPART EXCHANGE
1958 MODELSCash on the spot or 24 hours post.
H.P. Accounts settled.

Any make or model purchased.

England's Leading Postal Purchasers.

Quotation without obligation by return of post.

Carriage Paid.

Representative will call in London area.

Trade enquiries invited.

Wherever you live it will pay to sell your motor cycle to George Clarke who pay most. Just read what our postal customers say:

P.O.S. Mess. H.M.S. Tyme,
c/o G.P.O. London
23-5-58

Thank you for your letter of the 12th containing your cheque for £135/16/-, the amount outstanding for my combination. May I take this opportunity to say how impressed I was with the way I was treated on my visit to you. I received the utmost kindness and above all I consider the deal was carried out in the fairest possible way. It made the long trip from Portsmouth really worth while.

Thanking you again for your really excellent service.
Yours Truly M.J.G.

Please give top cash offer for my.....

Please give top exchange allowance for my.....

Make Year.....

Model c.c.

Sidecar Chassis.....

Model Year.....

Condition.....

Price required.....

Name.....

Address.....

MC266

WRITE, PHONE OR CALL NOW

276 BRIXTON HILL, S.W.2 Phone : TULee Hill 3211

275 HIGH ST., ACTON, W.3 Phone : ACON 6543

M.V.

MV DISTRIBUTORS, Ltd. Regent House, 235, Regent St., London, W.1. [0064/R]
COMERFORDS for M.V., new and second-hand.—Thames Ditton, Surrey. Emb. 5531 (6 lines) [C1006]

NORMAN

£79/10.—Exceptional 1956 150cc springer, only one owner.—
L STEVENS, Ltd. 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Shepherd's Bush 1154. [C1151]

NORMAN SPARE PARTS

YOUNG'S—Complete stocks; prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R]

NORTON

NORTON MOTORS, Ltd. Bracebridge St., Birmingham. [0091/R]

ROWLAND SMITH'S for Norton.

ALL models supplied.

FREE tax and insurance with second-hand motor cycles.—
49—Norton 1947 16H 2-seater combination, terms, exchanges;—Rowland Smith, below.—
110—Norton twin 1955 490 c.c. 2-seater Dominator 2-seater, armrests, dual seat, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). N.W.3. Ham. 6041. [C1114]

MITCHELL ERSKINE, Ltd. (Palmer's Green), offer.—
IMMEDIATE delivery, one only, Norton 99, special modified cambrian, armrests, inlet valves, twin carbs, polished heads, in blue. £309 11/8. [C1090]

ONE-THIRD deposit, balance 12, 18, 24 months.

15—Green, Palmers Green, N.13. Bowes Rd. 5222 & 4976. [7982]

HARRY NASH, London's largest Norton agent.—All 1956 models, all colours, in stock.

H—1956 150cc, on last four 1957 models; 1955 model, 88 Dominator bargain. £175.

H—1954 (Sept.) ES2 & Avon s.c., £139; 1951 16H 500 sv and Van s.c., £49/10.

H—24 months' h.p., part exchanges.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1145]

JOHN SURTEES, West Wickham, Kent, for your Norton.—Spring Vale 3700.

ARCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd. Tel. 323. [0366/R]

COMERFORDS for Nortons, new and second-hand, 1,000 machines in stock.—Thames Ditton, Surrey. [C1006]

O SGOOD & COATES, Ltd. Norton main dealers, 781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094]

ERIC KENNARD & Co. can supply your new Norton and spares requirements.—19, Station Rd. 0313. Finchley 5588. [0391/R]

£29/10.—Norton 1947 500 ohv, teles., dual seat, good tyres, good runner.—Dilley, 374, Forest Rd., London, E.17. [C1030]

PUTNEY AUTOS for your new Norton; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]

SCLOCOMBES OF NEASDEN!!! for your new Norton; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

WHITBYS OF ACTON—New models in stock, exchanges, h.p. spares.—263/273, Acton Vale, London, S.W.3. She. 5355 (Showroom); She. 6785 (spares). [C1128/R]

NORTON WANTED

R—**ROWLAND SMITH'S**, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]
S—**SMITH'S**, 86, Chalk Farm Rd., N.W.1. want Nortons. [0069/R]
S—**GUL**. 2767.

GEORGE CLARKE pay most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

CLAUDE RYE urgently require all models, get our price list first! H.P. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Rye 6174. [W1041]

WE pay £10 more for Norton; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

NORTON SPARE PARTS
TAYLOR MATTISON.

NORTON spare parts specialists; largest selection of new genuine Norton spares in the south of England, all available parts in stock, prompt c.o.d. service.—Call, write or phone 74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [0331/R]

C.O.D. by return post c.o.d.

ALL Norton gear box spares.

INCLUDING 1956-57 58 A.M.C. gear boxes.

JOE FRANCIS MOTORS, Ltd. 340, Footscray Rd., New Eltham, S.E.9.

C.O.D.—Tel. Eltham 1373. c.o.d. [0156/R]

NAYLOR & ROOT LTD

750 USED MODELS
THIRD DEPOSIT—2 YEARS TO PAY

RIDE AWAY IN 10 MINUTES

90-day Written Guarantee. Part exchange what you have for what you want. H.P. accounts settled.

SCOOTERS

57 B.S.A., Dandy 70 c.c. lightweight scooter, speedo., extras. Immaculate condition
 '55 B.S.A., 125 c.c., d/seat, screen, excellent grey finish. Bargain
 '54 PIATTI, 125 c.c., d/seat, screen, carrier. Immaculate ivory finish
 '55 LAMBRETTA, LDB, 125 c.c., pillion, many extras, one careful owner, perfect condition
 '57 B.S.A., 125 c.c., pillion, grey finish, low miles, superb condition
 '56 LAMBRETTA, LDB, 150 c.c., battery lighting, pillion, 5,000 mls., extras. Blue
 '57 BELLA, 200 c.c., self-starter, d/seat, screen, carrier, maroon. Immaculate
 '58 BOND, 150 c.c. scooter, self-starter, d/seat, 450 MILES ONLY, cream finish. Taxed
 249
 270
 289
 298
 3119
 329
 350
 370
 379
 390
 399
 419
 439
 459
 479
 499
 5119
 529
 549
 569
 589
 599
 6119
 629
 649
 659
 679
 699
 719
 739
 759
 779
 799
 819
 839
 859
 879
 899
 919
 939
 959
 979
 999
 1019
 1039
 1059
 1079
 1099
 1119
 1139
 1159
 1179
 1199
 1219
 1239
 1259
 1279
 1299
 1319
 1339
 1359
 1379
 1399
 1419
 1439
 1459
 1479
 1499
 1519
 1539
 1559
 1579
 1599
 1619
 1639
 1659
 1679
 1699
 1719
 1739
 1759
 1779
 1799
 1819
 1839
 1859
 1879
 1899
 1919
 1939
 1959
 1979
 1999
 2019
 2039
 2059
 2079
 2099
 2119
 2139
 2159
 2179
 2199
 2219
 2239
 2259
 2279
 2299
 2319
 2339
 2359
 2379
 2399
 2419
 2439
 2459
 2479
 2499
 2519
 2539
 2559
 2579
 2599
 2619
 2639
 2659
 2679
 2699
 2719
 2739
 2759
 2779
 2799
 2819
 2839
 2859
 2879
 2899
 2919
 2939
 2959
 2979
 2999
 3019
 3039
 3059
 3079
 3099
 3119
 3139
 3159
 3179
 3199
 3219
 3239
 3259
 3279
 3299
 3319
 3339
 3359
 3379
 3399
 3419
 3439
 3459
 3479
 3499
 3519
 3539
 3559
 3579
 3599
 3619
 3639
 3659
 3679
 3699
 3719
 3739
 3759
 3779
 3799
 3819
 3839
 3859
 3879
 3899
 3919
 3939
 3959
 3979
 3999
 4019
 4039
 4059
 4079
 4099
 4119
 4139
 4159
 4179
 4199
 4219
 4239
 4259
 4279
 4299
 4319
 4339
 4359
 4379
 4399
 4419
 4439
 4459
 4479
 4499
 4519
 4539
 4559
 4579
 4599
 4619
 4639
 4659
 4679
 4699
 4719
 4739
 4759
 4779
 4799
 4819
 4839
 4859
 4879
 4899
 4919
 4939
 4959
 4979
 4999
 5019
 5039
 5059
 5079
 5099
 5119
 5139
 5159
 5179
 5199
 5219
 5239
 5259
 5279
 5299
 5319
 5339
 5359
 5379
 5399
 5419
 5439
 5459
 5479
 5499
 5519
 5539
 5559
 5579
 5599
 5619
 5639
 5659
 5679
 5699
 5719
 5739
 5759
 5779
 5799
 5819
 5839
 5859
 5879
 5899
 5919
 5939
 5959
 5979
 5999
 6019
 6039
 6059
 6079
 6099
 6119
 6139
 6159
 6179
 6199
 6219
 6239
 6259
 6279
 6299
 6319
 6339
 6359
 6379
 6399
 6419
 6439
 6459
 6479
 6499
 6519
 6539
 6559
 6579
 6599
 6619
 6639
 6659
 6679
 6699
 6719
 6739
 6759
 6779
 6799
 6819
 6839
 6859
 6879
 6899
 6919
 6939
 6959
 6979
 6999
 7019
 7039
 7059
 7079
 7099
 7119
 7139
 7159
 7179
 7199
 7219
 7239
 7259
 7279
 7299
 7319
 7339
 7359
 7379
 7399
 7419
 7439
 7459
 7479
 7499
 7519
 7539
 7559
 7579
 7599
 7619
 7639
 7659
 7679
 7699
 7719
 7739
 7759
 7779
 7799
 7819
 7839
 7859
 7879
 7899
 7919
 7939
 7959
 7979
 7999
 8019
 8039
 8059
 8079
 8099
 8119
 8139
 8159
 8179
 8199
 8219
 8239
 8259
 8279
 8299
 8319
 8339
 8359
 8379
 8399
 8419
 8439
 8459
 8479
 8499
 8519
 8539
 8559
 8579
 8599
 8619
 8639
 8659
 8679
 8699
 8719
 8739
 8759
 8779
 8799
 8819
 8839
 8859
 8879
 8899
 8919
 8939
 8959
 8979
 8999
 9019
 9039
 9059
 9079
 9099
 9119
 9139
 9159
 9179
 9199
 9219
 9239
 9259
 9279
 9299
 9319
 9339
 9359
 9379
 9399
 9419
 9439
 9459
 9479
 9499
 9519
 9539
 9559
 9579
 9599
 9619
 9639
 9659
 9679
 9699
 9719
 9739
 9759
 9779
 9799
 9819
 9839
 9859
 9879
 9899
 9919
 9939
 9959
 9979
 9999
 10019
 10039
 10059
 10079
 10099
 10119
 10139
 10159
 10179
 10199
 10219
 10239
 10259
 10279
 10299
 10319
 10339
 10359
 10379
 10399
 10419
 10439
 10459
 10479
 10499
 10519
 10539
 10559
 10579
 10599
 10619
 10639
 10659
 10679
 10699
 10719
 10739
 10759
 10779
 10799
 10819
 10839
 10859
 10879
 10899
 10919
 10939
 10959
 10979
 10999
 11019
 11039
 11059
 11079
 11099
 11119
 11139
 11159
 11179
 11199
 11219
 11239
 11259
 11279
 11299
 11319
 11339
 11359
 11379
 11399
 11419
 11439
 11459
 11479
 11499
 11519
 11539
 11559
 11579
 11599
 11619
 11639
 11659
 11679
 11699
 11719
 11739
 11759
 11779
 11799
 11819
 11839
 11859
 11879
 11899
 11919
 11939
 11959
 11979
 11999
 12019
 12039
 12059
 12079
 12099
 12119
 12139
 12159
 12179
 12199
 12219
 12239
 12259
 12279
 12299
 12319
 12339
 12359
 12379
 12399
 12419
 12439
 12459
 12479
 12499
 12519
 12539
 12559
 12579
 12599
 12619
 12639
 12659
 12679
 12699
 12719
 12739
 12759
 12779
 12799
 12819
 12839
 12859
 12879
 12899
 12919
 12939
 12959
 12979
 12999
 13019
 13039
 13059
 13079
 13099
 13119
 13139
 13159
 13179
 13199
 13219
 13239
 13259
 13279
 13299
 13319
 13339
 13359
 13379
 13399
 13419
 13439
 13459
 13479
 13499
 13519
 13539
 13559
 13579
 13599
 13619
 13639
 13659
 13679
 13699
 13719
 13739
 13759
 13779
 13799
 13819
 13839
 13859
 13879
 13899
 13919
 13939
 13959
 13979
 13999
 14019
 14039
 14059
 14079
 14099
 14119
 14139
 14159
 14179
 14199
 14219
 14239
 14259
 14279
 14299
 14319
 14339
 14359
 14379
 14399
 14419
 14439
 14459
 14479
 14499
 14519
 14539
 14559
 14579
 14599
 14619
 14639
 14659
 14679
 14699
 14719
 14739
 14759
 14779
 14799
 14819
 14839
 14859
 14879
 14899
 14919
 14939
 14959
 14979
 14999
 15019
 15039
 15059
 15079
 15099
 15119
 15139
 15159
 15179
 15199
 15219
 15239
 15259
 15279
 15299
 15319
 15339
 15359
 15379
 15399
 15419
 15439
 15459
 15479
 15499
 15519
 15539
 15559
 15579
 15599
 15619
 15639
 15659
 15679
 15699
 15719
 15739
 15759
 15779
 15799
 15819
 15839
 15859
 15879
 15899
 15919
 15939
 15959
 15979
 15999
 16019
 16039
 16059
 16079
 16099
 16119
 16139
 16159
 16179
 16199
 16219
 16239
 16259
 16279
 16299
 16319
 16339
 16359
 16379
 16399
 16419
 16439
 16459
 16479
 16499
 16519
 16539
 16559
 16579
 16599
 16619
 16639
 16659
 16679
 16699
 16719
 16739
 16759
 16779
 16799
 16819
 16839
 16859
 16879
 16899
 16919
 16939
 16959
 16979
 16999
 17019
 17039
 17059
 17079
 17099
 17119
 17139
 17159
 17179
 17199
 17219
 17239
 17259
 17279
 17299
 17319
 17339
 17359
 17379
 17399
 17419
 17439
 17459
 17479
 17499
 17519
 17539
 17559
 17579
 17599
 17619
 17639
 17659
 17679
 17699
 17719
 17739
 17759
 17779
 17799
 17819
 17839
 17859
 17879
 17899
 17919
 17939
 17959
 17979
 17999
 18019
 18039
 18059
 18079
 18099
 18119
 18139
 18159
 18179
 18199
 18219
 18239
 18259
 18279
 18299
 18319
 18339
 18359
 18379
 18399
 18419
 18439
 18459
 18479
 18499
 18519
 18539
 18559
 18579
 18599
 18619
 18639
 18659
 18679
 18699
 18719
 18739
 18759
 18779
 18799
 18819
 18839
 18859
 18879
 18899
 18919
 18939
 18959
 18979
 18999
 19019
 19039
 19059
 19079
 19099
 19119
 19139
 19159
 19179
 19199
 19219
 19239
 19259
 19279
 19299
 19319
 19339
 19359
 19379
 19399
 19419
 19439
 19459
 19479
 19499
 19519
 19539
 19559
 19579
 19599
 19619
 19639
 19659
 19679
 19699
 19719
 19739
 19759
 19779
 19799
 19819
 19839
 19859
 19879
 19899
 19919
 19939
 19959
 19979
 19999
 20019
 20039
 20059
 20079
 20099
 20119
 20139
 20159
 20179
 20199
 20219
 20239
 20259
 20279
 20299
 20319
 20339
 20359
 20379
 20399
 20419
 20439
 20459
 20479
 20499
 20519
 20539
 20559
 20579
 20599
 20619
 20639
 20659
 20679
 20699
 20719
 20739
 20759
 20779
 20799

GLANFIELD LAWRENCE

**NORTH LONDON'S
LEADING DEALERS**

A FINE
SELECTION OF NEW and USED
MOTOR CYCLES, etc.

AT FINCHLEY

**YOUR EXTRA SAFEGUARD
6 MONTHS' GUARANTEE**
on all used machines advertised

USED SOLOS

Cash Price

VELOCETTE	1957. Valiant, 200 c.c. Twin, Green and Chrome, with dual seat, crashbar. Only 100 miles. As new	£189
MATCHLESS	1957. G3LS, 350 c.c. O.H.V., swinging arm, dual seat. Black or Chrome. Very good condition.	£2179
B.S.A.	1956. B.33, 500 c.c. O.H.V., swinging arm, dual seat. Smart Maroon and Chrome. Excellent throughout.	£2149
ROYAL ENFIELD	1957. 350 c.c. O.H.V. Clipper, swinging arm, dual seat. Exceptional condition.	£2149
B.S.A.	1954. B.31, 350 c.c. O.H.V., swinging arm, dual seat, Maroon and Chrome. Fairly good condition.	£129
TRIUMPH	1957. "Twin Cub", 200 c.c., swinging arm, dual seat, windscreen. Very lively motor. Economical.	£125
FRANCIS-BARNETT	1957. Falcon 197 c.c., swinging arm, dual seat, Avon Fairing. Smart Green finish. Excellent value at	£119
FRANCIS-BARNETT	1956. Falcon, 197 c.c., swinging arm, dual seat, legshields. One owner from new.	£109

THIS WEEK'S SPECIAL BARGAIN

ARIEL 1958 Model, 650 c.c. Huntmaster Twin. Only 870 miles. Black and Chrome. Avon Fairing with 1957 Watsonian Monarch sidecar. Exceptional

£289

USED COMBINATIONS

MATCHLESS	1955. G9 500 c.c. Twin, swinging arm, Maroon/Chrome Tank with new Child/Adult saloon s/car on 1955 Watsonian chassis. A very smart family outfit	£229
ARIEL	1958. Huntmaster 650 c.c. Twin, swinging arm, dual seat, with Canterbury Single Seater Sports s/car. One owner from new.	£199
MATCHLESS	1955. G9, 500 c.c. Twin, swinging arm, dual seat, with Watsonian Avon Sports s/car.	£199
B.S.A.	1955. A10, 650 c.c. "Golden Flash" Twin, spring frame, with 1954 Watsonian s/car. Child/Adult saloon s/car. Black and Chrome finish.	£189
A.J.S.	1957. 188, 500 c.c. O.H.V., swinging arm, dual seat, with Saloon s/car. Excellent value at	£119

IMMEDIATE HIRE PURCHASE TERMS, 1/3RD DEPOSIT, BALANCE OVER TWO YEARS.

NEW MODELS FOR IMMEDIATE DELIVERY.

ARIEL L.H.	200 c.c. Child, Maroon	£155	18	9
ARIEL V.R.	600 c.c. S.V. Black/Chrome, C/Cass	£225	9	9
ARIEL P.R.	600 c.c. Huntmaster Twin, Black, C/Cass	£270	8	0
A.J.S.	16M8, 350 c.c. O.H.V.	£233	18	9
A.J.S.	30, 600 c.c. Twin	£288	15	11
B.S.A.	C12, 250 c.c. O.H.V., Black or Maroon	£167	7	2
B.S.A.	B31, 350 c.c. O.H.V., Green/Chrome	£229	10	10
B.S.A.	A7, Shooting Star, 500 c.c. Twin, C/Cass	£268	15	8
B.S.A.	A10, Golden Flash, 650 c.c. Twin, C/Cass	£261	19	6
FRANCIS-BARNETT	81, 197 c.c. Falcon	£159	13	9
MATCHLESS	G3LS, 350 c.c. O.H.V.	£223	18	2
NORTON	99, 600 c.c. Twin, Black and Chrome	£299	19	4

ALSO

RELIANT REGAL Hardtop, 200c.c. Grey/Blue	£446	6	0
B.M.W. R50/2 "Flue" Model, Red finish	£369	2	0

WANTED FOR CASH OR PART EXCHANGE
Late Motorcycles of all popular makes and Reliant and Bond Three Wheelers.

EXISTING HIRE PURCHASE ACCOUNTS SETTLED.

FINCHLEY
407-419 HIGH ROAD, N.12
(Corner of N. Circular & Gt. North Rd.)
FINCHLEY 0091-5 (Open 9 - 7 daily)

CARDIFF • BRISTOL

PUCH
FOR Puch scooters and motor cycles.—Write for the name and address of your nearest dealer to:-
SOLE Concessionaires for the British Isles.—Ryder's Autoservice, 215-217, Knowsley Rd., Bootle, Liverpool 20. [0521/R]
G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6856. Puch main dealers. [0121]

RACING MOTOR CYCLES

1958 TR. A.J.S., been raced T.T. only by Arthur Wheeler, £415.
250cc Moto Guzzi with full streamlining, as used by Arthur Wheeler, and ready to race, bargain; £375.—Wheeler Motors, 45-51, Waterloo Rd., Epsom, Surrey. Tel. 4505-6. [C1131]

HUDSONFIELD.—Gold Stars and Road Rockets, new and used, immediate delivery, exchanges, terms.—Arnold Moore, Oxford St. Garage. Tel. 3483. [0486/R]

ERIC OLIVER offers his T.T. Replica winning Norton 88 Watsonian-Monaco outfit; £425; why not try the specialist for your 500cc Manx Norton? Part exchange and hire purchase welcome.—99, London Rd., Staines. Tel. 3733. [C1022]

WORLD champions Ove Fundin (1956) and Barry Briggs (1957) ride Jackson-Rotrax speedway machines manufactured by us, largest stockists of J.A.P. racing engines and spares in G.B.; retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Tel. 2792. [C1066/R]

RACING MOTOR CYCLES SPARE PARTS
GODFREYS, Ltd.—B.S.A. special spares for trials and competition machines.—418, Romford Rd., E.7. Gra. 1234-5. [S1025/R]

H. L. DANIELL, the Norton expert, for Manx Norton spares service c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For 5895. [0204/R]

O'NEILL BROS., Ltd.—Amal racing carburettor service, jets, needles, slides and spares for R.N., TT and 500cc. full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179]

ROYAL ENFIELD

ES

MOTORS, Ltd.. 100% Royal Enfield specialists and main dealers.

OFFER full range of 1958 models including the new:—**CONSTITUTION** 700cc Super Sports 50b.h.p.

METEOR Minor 500cc over square engine. **CRUSADER** Airflow 250cc built-in protection.

SEVERAL brand new 1957 models available. SEND for list of new and used models.

ES MOTORS, Ltd., 325, High Rd., W.4. Chiswick. [C1031]

ROWLAND SMITH'S for Enfield.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

175cc—Enfield Twin, 1955, spring frame sports combination, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham 6041. [C1114]

KINGSTON MOTOR CYCLES offer:—

THE comprehensive range of 1958 Royal Enfields for immediate delivery, terms, exchanges, 10% deposit, 12 months' payment, 12 months' guarantee. [C1243]

DEEPROSE BROTHERS, Ltd. (Enfield main agents) offer:—**1956** Meteor 700cc twin, and 1956 Canterbury Sportsmobile side-by-side 2-seater, as new in appearance, a first class outfit in every way, only 289 or 1/4 deposit and repayments over 2 years if required, exchange and reconditioning.

DEEPROSE BROTHERS, Ltd., 178-184, Brownhill Rd., Cattford, S.E.6. Tel. 8888. [C1012]

1140cc R.E. late '38, around £30; c/a s/car, £25-85, Main St., Frodsham, Cheshire. [S0016]

HAYEN, Ltd., main agents, part exchanges, terms, service and repairs.—162, High Rd., Ilford. [0541]

RENNO'S for latest Royal Enfields; immediate delivery, after-sales service, 12, 18, 24 months self-financed terms, exchanges.

RENNO'S.—1956 Royal Enfield Ensign 150cc, swing frame, telescopic forks, dual seat; 79gns; ditto 1955, 49gns.

RENNO'S.—1948 Royal Enfield 350cc, telescope forks, dual seat, 35gns.—232-34, Upper St., London, N.1. Can 2021 and 217, Hornsey Rd., London, N.7. Arc. 5588. [C1104]

WHITTAKERS OF BLACKPOOL for new Royal Enfield; immediate delivery.—19, Cookson St., Blackpool. Tel. 24828. [C1139]

YOUNG'S—Royal Enfield enthusiasts; immediate delivery; 1956, 1957, 1958, 1959.—20-32, Upper St., London, N.1. Tel. 7791. [C1134/R]

£19/10. Enfield 1951 (July) 125cc RE model, teles., foot change, good tyres, very good condition, taxed.—Dillev 374, Forest Rd., London, E.17. [C1050]

GLANFIELD LAWRENCE

**NORTH LONDON'S
LEADING DEALERS**

A FINE
SELECTION OF NEW and USED
MOTOR CYCLES, etc.

AT Highbury

**YOUR EXTRA SAFEGUARD
6 MONTHS' GUARANTEE**
on all used machines advertised

USED SOLOS

Cash Price

1957 PIATTI	125, dualseat, spare wheel, s/car, carrier, red	£210	10
1956 BELLA	200 c.c., self starter, dualseat, carrier	£149	10
1956 PROGRESS	175 c.c., screen, dualseat, etc.	£149	10
1956 DAYTON	Albatross, 225 c.c., d/seat, carrier, blue	£159	10
1956 LAMBRETTA	LD 150, sp. wheel, screen, etc.	£149	10
1956 LAMBRETTA	LD 150, sp. wheel, screen, etc.	£149	10
1956 LAMBRETTA	LD 150, screen, pillar, etc.	£149	10
1956 LAMBRETTA	LDB 150, screen, carrier, seat-covers	£149	10
1955 VESPA	"212.2", dualseat, sp. wheel, screen, 2-tone	£29	10
1955 PIATTI	125, dualseat, sp. wheel, carrier, cream	£29	10

THIS WEEK'S SPECIAL REDUCTION

1952 ARIEL "V.H." 500 c.c. Red Hunter, spr. frame, s/car, pillar, with 2 seater saloon s/car on VG chassis....

£29 10

USED COMBINATIONS

£120 10

1953 JAMES	Captain 197 c.c., dualseat, legshields, with light-weight Watsonian touring sidecar	£159	10
1953 B.L.A.	M21 600 S.V., dualseat, screen, with 2 seater saloon sidecar	£159	10
1953 ARIEL	VEH. "V.H." 500 c.c. O.H.V. Hunter, with 2 seater saloon sidecar, screen, etc.	£159	10
1953 ARIEL	VEH. "V.H." 500 c.c. O.H.V. Hunter, with 2 seater saloon sidecar, screen, etc.	£159	10
1951 TRIUMPH	5T, Spr. frame, 2 seater saloon sidecar, screen, etc.	£159	10
1951 B.S.A.	M21 600 S.V., screen, with Bursar all-metal 2 seater saloon, full door	£149	10
1950 TRIUMPH	Thunderbird 7T 650 Twin, sarm, legshields, 2 seater carriers, fairing, with Garrard 275, 1950	£139	10
1952 ARIEL	1000 Square. Four excellent appointments, and condition, with matched colour Swallow 2-adult full-door saloon	£279	10

£189 10

LONDON DISTRIBUTORS

£229 10

RELIANT 3-WHEELERS. 4 seater saloon or coupe. Commercial 5 cwt. van—all £5 Annual Tax.

£159 10

SPARES AND ACCESSORIES.—Special postal service 24 hours C.O.D. if required.

£139 10

USED SOLOS

£229 10

1958 B.S.A. A7 500 Twin, under 2,000 miles, as new, dualseat, sw. arm. Must be seen.

£210 10

ROYAL ENFIELD 250 "Clipper," sw. arm, dual-seat, carriers, excellent condition.

£210 10

1958 B.S.A. D20 600 S.V., dualseat, s/arm, superb sidecar machine.

£239 10

1958 B.S.A. C11 250 O.H.V., spring frame, d/seat

£239 10

1946 NORTON 16H 500 S.V., dualseat

£239 10

1957 B.S.A. D3 150 Bantam Major, spr. frame, d/seat

£239 10

1954 FRANCIS-BARNETT "Falcon" 197 c.c. Excellent condition.

£289 10

1956 JAMES "Captain," 197 c.c., s/arm, dual-seat etc.

£279 10

1954 B.S.A. D3 150 Bantam Major, spr. frame, d/seat

£279 10

1953 PANTHER 250 O.H.V., Oleomatic forks, pillar, blue cream finish. Excellent value.

£265 10

1953 JAMES "Captain," 197, sarm, dualseat, special reduction for one week only.

£265 10

Always a good selection of used Reliant and Bond 3-Wheelers, and

Berkeley Sports Car.

For customers outside London—our Mail Order Department will deal with your enquiry, and get your selected machine to you with a minimum of delay.

HIRE PURCHASE • PART EXCHANGE • H.P. INSTALMENT PROTECTION INSURANCE.

HIGHBURY

23-32 HIGHBURY CORNER, N.5

NORTH 2791 (Open 9-6 daily)

PORPSMOUTH • SWANSEA

ELITE
MOTORS (TOOTING) LTD.

1,000 Guaranteed
SOLOS &
COMBINATIONS
SOLO MACHINES

E.S.U., 1955, Quickly, 49 c.c., 2-speed. Many others 235
JAMES, 1953, Comet, 98 c.c., 2-speed, handlebar gears 235
B.S.A., 1952, DI, 125 c.c., 3-speed, 2-strokes, teles. 244
EXCELSIOR, 1952, Roadmaster, 197 c.c., 3-speed, teles. 245
BENELUX, 1952, 197 c.c., 3-speed, side valve 245
TRIUMPH, 1946, 250 c.c., 4-speed, O.H.V. Twin, sidevalve, 248
H.S.U., 1957, Quickly, 49 c.c., Super de luxe, 2-speed 265
ZUNDAPP, 1958, Combination, 49 c.c., 2-speed, springer 265
MATCHLESS, 1950, 680, 500 c.c., O.H.V., 4-speed, teles. 265
B.S.A., 1952, B31, 350 c.c., O.H.V., d/seat, springer 275
TRIUMPH, 1952, 197 c.c., 4-speed, O.H.V., spring hub 275
B.S.A., 1954, 197 c.c., 4-speed, O.H.V., spring hub 275
HORTON, 1952, ES2, 500 c.c., O.H.V., springer, teles. Nice 285
B.S.A., 1956, C12, 250 c.c., O.H.V., 4-speed, spgr. 295
JAMES, 1955, Colonel, 225 c.c., 4-speed, s/arm, spgr. 295
TRIUMPH, 1956, Cub, 197 c.c., O.H.V., 4-speed, s/arm, spgr. 295
HORNBY, 1954, 180, 250 c.c., O.H.V., 4-speed, s/arm, spgr. 295
B.S.A., 1957, C12, 250 c.c., O.H.V., s/arm, spgr., d/seat 295
ARIEL, 1955, NH, 350 c.c., O.H.V., sports, Choice of 3 295
TRIUMPH, 1954, GT, 500 c.c., O.H.V. Twin, spring hub 295
B.S.A., 1955, B31, 350 c.c., O.H.V., s/arm, spgr. Others 295
ARIEL, 1955, VH, 500 c.c., O.H.V., sports single, Fairing 295
B.S.A., 1955, A10, 650 c.c., O.H.V. Twin, s/arm, spgr. 295

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit, balance payable over 12, 18 or 24 months.

A.J.S., 1955, Model 20, 500 c.c., O.H.V. Twin, panniers 2155
TRIUMPH, 1954, T110, 650 c.c., O.H.V. Twin, s/arm, spgr. 2155
B.S.A., 1955, A7, 500 c.c., O.H.V. Twin, s/arm, spgr. 2155
NORTON, 1954, 88, 500 c.c., O.H.V. de luxe. As new 2155
TRIUMPH, 1954, FH, 650 c.c., O.H.V. Twin, choice of 2 2155
B.S.A., 1956, 197, 250 c.c., O.H.V., s/arm, spgr. 2155
ARIEL, 1957, NH, 350 c.c., O.H.V., s/arm, spgr. Low mileage 2155
TRIUMPH, 1954, T100, 500 c.c., O.H.V. sports, s/arm Twin 2179
HORTON, 1956, 88, 500 c.c., O.H.V. Dominator de luxe 2179
MATCHLESS, 1957, GS80, 300 c.c., O.H.V., s/arm, spgr. 2179
B.S.A., 1956, Shooting Star, 500 c.c., O.H.V. 2179
VELOCETTE, 1957, Viper, 250 c.c., O.H.V., screen, panniers 2179
TRIUMPH, 1954, GT, 500 c.c., O.H.V., screen, panniers 2179
MATCHLESS, 1956, G11, 500 c.c., O.H.V. Twin. Low mileage 2179
B.S.A., 1956, Rocket, 650 c.c., O.H.V. sports Twin 2179
ARIEL, 1957, FH, 650 c.c., O.H.V. Twin. Low mileage 2179
TRIUMPH, 1957, T100, 500 c.c., O.H.V. sports, s/arm, spgr. 2179
NORTON, 1957, 88, 500 c.c., O.H.V. sports Twin 2179
TRIUMPH, 1957, T110, 650 c.c., O.H.V. sports Twin, spgr. 2179
NORTON, 1957, 99, 600 c.c. de luxe. Avon Fairing 2179

COMBINATIONS

B.S.A., 1950, A7, 500 c.c., O.H.V. Twin, spgr. fitted Watsonian Maxtoke on VG21 chassis 2100
VELOCETTE, 1954, MAC, 350 c.c., O.H.V., teles, dual seat, with lightweight saloon Surrey Rambler as new 2110
NORTON, 1955, Model 7, 500 c.c. Twin, s/arm, spgr. with sports sweater Watsonian Avon in silver 2110
ARIEL, 1955, FH, 500 c.c., O.H.V., s/arm, spgr. teles, fitted Watsonian Maxtoke, d/adult on VG21 chassis 2110
B.S.A., 1954, A10, 650 c.c., O.H.V. Twin, plunger springer, fitted Watsonian Maxtoke, c/adult on VG21 chassis 2110
PANTHER, 1957, Model 100, 650 c.c., O.H.V., teles, spgr. fitted Busman Astral on Standard chassis, brake 2120
ARIEL, 1954, A7, 500 c.c., O.H.V., teles, spgr. fitted Watsonian Maxtoke on VG21 chassis 2120
B.S.A., 1956, A10, 650 c.c., O.H.V., teles, spgr. with d/adult Watsonian Maxtoke on VG21 chassis 2120
NORTON, 1957, Model 77, 500 c.c. Twin, s/arm, spgr. fitted Watsonian Maxtoke in matching silver 2120

PART EXCHANGE YOUR CAR, MOTOR CYCLE, SCOOTER OR 3-WHEELER WE GUARANTEE AFTER SALES SERVICE

MAIL ORDER COUPON

Our renowned Postal Dept. will send you a complete list of our 1,000 Bargains. Post Coupon Today. £3 secures any machine.

NAME

ADDRESS

ELITE MOTORS
(TOOTING) LTD. Phone: BAL 1200 (20 lines)
953-965, GARRATT LANE, S.W.17.
400 yards TOOTING BROADWAY Tube.
Open MONDAY to SATURDAY, 8 a.m. to 7 p.m.

THE MOTOR CYCLE

TRIUMPH

ARCHER OF ALDERSHOT for Triumph, etc., spares and service.—Victoria Rd. Tel. 323 [0365/R]

LLAN JEFFERIES for expert attention.—120, Saltaire Rd., Shipley 54271. [C1067/R]

COMERFORDS for Triumphs, new and second-hand, send for lists.—Thames Ditton. Emb. 5531. [C1006]

JOHN SURTEES, West Wickham, Kent, for your Triumph.—Spring Park 3700. [C1145]

£109/10.—Choice of two 1957 Tiger Cubes, both in excellent condition, one fitted Avon Birling. [C1151]

L STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Shepherd's Bush 1154. [C1151]

DORSET.—Triumph stockists; immediate delivery all models.—Badger Garages, Blandford, Dorset. Tel. 615. [C1168]

SLOCOMBES OF NEASDEN!!! for your new 1958 Triumph, always a good selection of guaranteed

SLOCOMBES.—£245; 1955 650cc T110 and Watsonian Avon sidecar, sprung brake wheel, outfit in matching colour, immaculate. [C1142]

SLOCOMBES.—£189/10; 1953 500cc 5T, sprung hub, dual seat and Watsonian Avon in matching

SLOCOMBES.—£179/10; 1956 ST, 500cc, swinging

SLOCOMBES.—£199/10; 1956 TR6 650cc Trophy, in trials trim, lights, spotless; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. [C1142]

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Gordon Rd., Woking 4800. [0023/R]

R ENNOS.—Immediate delivery latest brand new models; 1/3 deposit, 12, 18, 24 months self-financed terms, cash on delivery. [C1142]

R ENNOS.—1947 Triumph Speed Twin combination, telescopic forks, sprung hub. Watsonian sidecar, exceptional offer: 79gns.

R ENNOS.—1957 Triumph Tiger Cub, 200cc, alloy

telescopic forks, sprung hub. Watsonian sidecar, 19gns. [C1142]

R ENNOS.—1950 Triumph 500cc Tiger 100, 2-colour, overhauled, sprung hub, telescopic forks, dual seat, screen, many extras; Triumph double-adult sidecar, family bargain: 149gns.—232-3-4, Upper St., London, N.7. Arc. 5388. [C1142]

54 Thunderbird, Raven c/a, Watsonian chassis, new Avon fairing, sprung hub, good condition: £165. Hughes, 186, Brixton Rd., London, E.5. [C1142]

LIGHTFOOT MOTOR CYCLES for your new Triumph.—165, High St., Potters Bar, Middlesex. [C1142]

LONGSTAFF.—Immediate delivery, brand new T110, part exchange and hire purchase.—88-108, High Rd., Woodford, E.18. Buckhurst 6365. [C1079]

M EETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of most 1958 Triumph models. Lists free. [C1203]

P UTNEY AUTOS for your new Triumph; immediate delivery terms and exchanges.—263, Putney Bridge Rd. S.W.15. Tel. 1186. [C1142]

JIM ALVES for 100% Triumph spares, service parts, all models, exchanges, h.p.; insurance with you wait.—97, High St., Street, Som. Tel. Street 355. [C1205/R]

HARWOODS OF RICHMOND—New 1958 Club and T110 in stock; 1956 T100. £185.—14, 16, 18, 24 months min. stay. Foot Rd., Richmond. Tel. 2045 1/2. [C1060/R]

J. J. DOUBLE (MOTOR CYCLE) Ltd., 1958 Triumph agents; terms, spares, service, repairs.—809-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

HARVEY'S for your new Triumph; terms; part exchange; full spares stock; repair service for Triumphs only.—47, South Lambeth Rd., S.W.8. Tel. 6661. [C1142]

HARRY NASH.—T110, T100, 2-tone, also T20 Cub. Immediate delivery from stock; 24 months h.p.; cars, scooters exchanged.—391, King St., Hammer-

smith, W.6. Riv. 2837-8. [C1090]

TRIUMPH WANTED

R OWLAND SMITH'S, the Triumph buyers.—Hampstead High St., London, N.W.3. Tel. 6041. [W1114/R]

G EORGE CLARKE pay most for Triumph.—278, Brixton Hill S.W.2. Tulse Hill 3211. [W1114/R]

S MITH'S, 86, Chalk Farm Rd., N.W.1. want Triumph.—Gul. 2767. [W070/R]

C LAUDE RYAN urgently require all models, get our price list first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Tel. 614. [W1105/R]

WE pay £10 more for Triumph; H.p. accounts set-

pled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

TRIUMPH SPARE PARTS

HARVEYS. 100% spares stockists.

HARVEY'S stock Triumph spares down to the last nut and bolt; also Lucas, Amal, B.M.W., S.H. spares by return c.o.d.; specialised repair service for Triumphs only.—47, South Lambeth Rd., S.W.8. Tel. 6661. [C1114/R]

ELITE MOTORS (TOOTING) LTD. Phone: BAL 1200 (20 lines)

953-965, GARRATT LANE, S.W.17.

400 yards TOOTING BROADWAY Tube.

Open MONDAY to SATURDAY, 8 a.m. to 7 p.m.

ELITE
MOTORS (TOOTING) LTD.

200

SCOOTERS
MOPEDS &
3-WHEELERS

One Third Deposit 24 Months to Pay

Exchange your Car, Motorcycle or 3-Wheeler
Tax and Insurance included in Terms
Free Tuition & Demonstrations

SCOOTERS

VESEA, 1952, 125 c.c. Motor, colour maroon, and fitted with carrier and pillion seat 250

LAMBRETTA, 1954 Model LD, 125 c.c. in blue and grey and fitted with windscreens and carrier 270

LAMBRETTA, 1955, Model LDB, 150 c.c., colour grey, with front disc panel, with windscreens and carrier 280

VESEA, 1954 Model LD, 125 c.c. and complete with windshields, spare wheel and carrier 290

ZUNDAPP, 1955, Bella, 150 c.c. 4-speed footchange, colour 290

LAMBRETTA, 1955, Model LD, 150 c.c. with windscreens, carrier etc. Colour all red. One owner 295

ZUNDAPP, 1955, Bella, 150 c.c. 4-speed footchange, dual seat, colour grey, with windscreens and carrier 295

VELOCETTE, 1956, LE, 200 c.c., watercooled Twin shaft drive, complete with windscreens, and panniers 295

LAMBRETTA, 1957, Model LDB, 150 c.c. Mk. II, colour 310

WINDSCREEN, 1954, Bella, 150 c.c. 4-speed footchange, colour 310

VESEA, 1957, Bella, 150 c.c., 4-speed, electric starter, dual seat, colour black and green 310

LAMBRETTA, 1957, Model LDB, Mark III, 150 c.c., colour 310

VESEA, 1956, Grand Sports, 150 c.c., 4-speed in silver grey, mileage 8,000. Enthusiast's model 310

COMBINATIONS AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II, 250 c.c., with spare wheel and flashing lights, colour red 310

DUKOPP, 1957, Diana, 200 c.c., with electric starter, 4-speed footchange, rear carrier, colour blue 310

COMBINATION AND THREE-WHEELERS

VESEA, 1955, 125 c.c. with dual seat and windscreens, fitted with Surrey Rambler saloon sidecar 310

ZUNDAPP, 1955, Bella, 200 c.c. with electric starter, windscreens and Surrey Rambler sidecar. Colour grey 310

BOND, 1957, 2-seater de luxe Minicar in sable bronze, condition as new, and fitted with several extras 310

A.C., 1957, Petit, Mark II,

TRIUMPH SPARE PARTS

H. & L. MOTORS, Ltd., offer:

21 years of Triumph Service.

"If it's listed we stock it." Spares and exchange units for all models, 1937 to 1958.

24-HOUR c.o.d. postal service.

QUOTATIONS and free lists with pleasure.

H. & L. MOTORS, Ltd., Stroud, Glos. Stroud [0495]

HARWOODS OF RICHMOND, Ltd.—100% Triumph spares stockists: ½ min. Stn.—Ric. 2045. [S1060 R]

GLANFIELD LAWRENCE, Triumph spares stockists: 407, High Rd., N. Finchley, N.12. Fin. 0091. [S1044/R]

WHITEBYS OF ACTION, All Triumph, Lucas, Amal, S.A.E. spares.—265, Acton Vale, London, W.3. [S1123 R]

S. A. COLES for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10 Ley. 7171. [S1017/R]

JIM ALVES for 100% spares, service, parts, by return c.o.d.—97, High St., Street, Som. Tel. Street 0555.

BILLY BRIGGS, Lancashire's largest stockists.—By return c.o.d.—319, Chapel St., Salford, 5, Bla. 1354. [S1045/R]

CLAUDE RYE, Ltd., Triumph specialists—Comprehensive range, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174.

CLAUDE RYE, Ltd.—Large stocks of spares, including ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174.

HOB STREET GARAGE, Ltd.—Triumph, B.T.H., S.U. spares, c.o.d.—414, Hob St., W.1. Tel. Hob 0276.

GATEHOUSE MOTORS, Ltd.—100% Triumph spares stockists; c.o.d.: immediate attention.—136, Archway Rd., Highgate, N.6. Fitzroy 1666. [S1055 R]

F. FREEMAN, Ltd.—100% Triumph spare stockists; c.o.d.: immediate delivery.—34, Hammersmith Bridge Rd., W.6. Tel. Riverside 2267. [S1058 R]

PULLING MOTOR CYCLES—Largest Triumph spares stockists; c.o.d. service: open Sundays 9 a.m. to 12.30, Lordship Lane, S.E.22. For 2314. [S1012/R]

MOCRES OF TOTTENHAM for genuine Triumph spares, over the counter or c.o.d.—Tel. Tottenham 2440.

ELEANOR MOTORS—Triumph spares, trade supplied, quotation cash or c.o.d. by return—265-9, Mare St., Hackney, E.8. Amherst 5134-3923. [S1017 R]

KAYS OF EALING, Ltd., Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2387.

LIGHTFOOT MOTOR CYCLES for Triumph spares and repairs; exchange parts service: 5a.s.e. 1st-165, High St., Potters Bar, Middlesex. Potters Bar 3129. [S1198/R]

PUTNEY AUTOS—Genuine spares for post-war models—24hr. c.o.d. service; tremendous range of stock—233, Putney Bridge Rd., S.W.15. Putney 6887.

BRACKPOOLS—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. 2585. Call or write 228, Stanstead Rd., Forest Hill, S.E.25.

GODFREYS, Ltd., Triumph spares specialists: c.o.d.—226-228, London Rd., Croydon, Croy. 3641-208. G. Portland St., W.1. Fin. 1632-4, and 415, Romford Rd., Forest Gate, E.7. Gira. 1234-5, 220, Barking Rd., East Ham, G.a. 8088. [S1052/R]

T.W.N.

SOLE U.K. concessionaires for Contessa and Tessy Super scooters—Industry (London), Ltd., 248, Holloway Rd., N.7. North 6381. [S0214]

VELOCETTE

WATKINSON, Ltd., Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 0170/R

ROWLAND SMITH'S for Velocette.

ALL models supplied; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [S1114]

L. STEVENS, Ltd., offer:—

JUST what the doctor ordered! literally: 1955 two-ton LE in mint condition, late property of notorious London doctor, now retired and longer having use for it, only 9,000 miles, faultless in every respect; £109.10.

ANOTHER—almost as good and late property business man told to give up riding through illness; £99.10.

1954 350cc spring frame MAC, above average: £119.10.

500cc MSS, wonderful condition throughout: £129.10.

1955 ideal for a chair: £129.10.

1957 Venom, one owner (now going overseas), absolutely perfect, in mint condition, exchanges for eight ten on dual seat, only 3,500 miles: £189.10.

REMEMBER, a deal with us is back by nearly 30 years' specialised Velocette experience and the largest stock of Velo spares in the country.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1151.

1958 foot-change LE, 1,000 miles only: £170.-2.

1958 Beech Ave., Sandhurst, Surrey. [S1030]

VELOCETTE '55 LE 200cc, dual seat, windscreen, one owner: £100 o.n.o.—Emberbrook 3077. [S1051]

GODFREYS, Ltd., all models, all depots; see display advertisement. [S1052/R]

CLAUDE RYE
THE MOTOR CYCLE
PEOPLEGREATLY REDUCED BRAND NEW
1957 MOTORCYCLES & SCOOTERS

MOPEDS

BINETTA 50 c.c. Moped, Super Sports, 2-speed, s/alarm, speedo	£74 13 0
PERLE 50 c.c. Moped, 2-speed, s/alarm, s/g/speedo	£28 19 6
HEINKE 50 c.c. Perle Moped, 2-speed, s/alarm, s/g/speedo	£25 10 0
KIRFT 50 c.c. Moped, Sack Engine, s/forks, carrier	£272 19 6
LEOPARD 50 c.c. Hobby 3 Moped, 3-speed	£72 19 6
LEOPARD 50 c.c. Hobby 6 Moped, 2-seater, alarm, speedo	£149 10 0
VICTORIA 50 c.c. Vicky Moped, s/forks, speedo, 2 spd. gear	£79 10 0

SCOOTERS

BINZ 50 c.c. Scooter, s/frame, speedo	£191 0 0
TERROT 125 c.c. 3-speed, pre-selecto g/box, s/wheel, pinstripes	£129 10 0
VEIFIELD 150 c.c. o.h.v. Model TT4, 3-speed	£149 10 0
VEIFIELD 150 c.c. o.h.v. Model TT4 Twin, s/alarm, d/sheet	£149 10 0
EXCELSIOR 250 c.c. Sports Twin, s/alarm, d/sheet	£149 10 0
EXCELSIOR 250 c.c. o.h.v. Model G680, d/sheet	£149 10 0
NORMAN 197 c.c. Model B28/DL, 4-speed, s/frame	£146 13 2

MOTOR CYCLES

DOT 197 c.c. SCH. Scooter, 4-speed, tuned engine	£161 0 0
EXCELSIOR 250 c.c. o.h.v. Bullet	£220 1 2
VEIFIELD 250 c.c. o.h.v. Bullet	£220 1 2
EXCELSIOR 250 c.c. Model TT4 Twin, s/alarm, d/sheet	£222 17 4
EXCELSIOR 250 c.c. o.h.v. Model G680, d/sheet	£222 17 4

DEPOSIT 1/3 CASH PRICE

IMMEDIATE DELIVERY
H.R. ACCOUNTS SETTLED
FREE DEMONSTRATIONTERMS UP TO 24 MONTHS
EXCHANGES ALLOWED
FREE TUITION

895-921 FULHAM RD, LONDON SW.6

RENDON 6174 (20 lines)

8-30-6 daily Thurs 1 p.m.

(Nearest Station: Putney Bridge: Buses 14 & 96 pass the door)
North London Branch: 183-187 High Rd., S. Tottenham, N.15
STAMford Hill 2340. OPEN 9 a.m.—6.30 p.m. Thurs. 1 p.m.CLAUDE RYE
THE
SCOOTER
PEOPLE

IT'S EASIER & CHEAPER TRAVELLING

BY... "WABO"

WORLD'S
FINEST
SCOOTER
BARGAIN

VILLIERS - ENGINED
SCOOTERS FOR TWO
Finished in DUO
COLOURS, RED/
GREY, BLUE/
GREY
TERMS 1/3rd
DEPOSIT
24 MONTHS
TO PAY



Exchanges. Ride away in 10 minutes. Fully covered.

98 c.c. NOW ONLY 89 GNS.

150 c.c. NOW ONLY 102 GNS.

IF YOU CANNOT CALL, ORDER BY POST

All replacement parts readily obtainable.

Send 6s to reserve ours now

895-921 FULHAM RD, LONDON SW.6

RENDON 6174 (20 lines)

8-30-6 daily Thurs 1 p.m.

(Nearest Station: Putney Bridge: Buses 14 & 96 pass the door)
North London Branch: 183-187 High Rd., S. Tottenham, N.15
STAMford Hill 2340. OPEN 9 a.m.—6.30 p.m. Thurs. 1 p.m.

VELOCETTE

HUMPHREYS—Velocette sales, spares and service; new machines in stock for immediate delivery; HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3326. [C1058/R]

A. H. TOOLEY, Velocette specialists, Station Garage, A. Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2574. [0540/R]

LONGSTAFFS for Velocette, all models, hire purchase, exchange.—68, New Rd., Edmonton, N.6. Edmonton 6183. [C1079]

WHITBYS—Velocette enthusiasts; new and second-hand—273, Acton Vale, London, W.3. S.W.3. Bush 5355. [C1128/R]

LITTLEJOHN'S main dealer, machines, spares; terms; exchanges.—2, Ruislip Rd., Greenford, W.14. Wallop 3255. [C1058/R]

SLOCUMBES OF NEASDEN!!! for your new Velocette; terms and exchanges—259-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

RAPID MOTORS for all models and spares—269, Haydon Rd., Whetstone, Cherrywood 3202, and 70, Godstone Rd., Whetstone, Surrey. Uplands 0395. [C1112/R]

VELOCETTE WANTED

ROWLAND SMITH'S, the Velocette buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

L. STEVENS, Ltd., the country's leading Velo specialists, urgently require all models, doesn't matter how old it is or what the condition is like—just call, drop a line or ring for our quotation. GET in touch with us first, because we specialize we can GET afford to pay more.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. [W1151]

WE pay £10 more for Velocette; H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

VELOCETTE SPARE PARTS

ARCHERS, the Velo Feios, for spares and service.—A Victoria Rd., Aldershot. Tel. 323. [0577/R]

HUMPHREYS for LB spares and service; c.o.d.—22, Hampstead Rd., N.W.1. Euston 6536. [S1058/R]

C.O.D., 24 hours service, huge stocks of spares, all models—Rapido, 259-269, Haydon Rd., Edmonton, S.W.19. Cherrywood 3202-3. [S1162/R]

ODPREYS Ltd.—Velocette spares stockists: c.o.d.—226-234, London Rd., Croydon. Cro. 3641-2421, and 220, Barking Rd., E.5. Gra. 8088. [S1052/R]

O'NEILL BROS., Ltd.—Large stocks of spares, also B.T.H., Miller, Amal, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179]

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplied, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

PREMIER—Large Velocette spares stock, the country, all models: 24-hour c.o.d. service.—Premier Motor Co., Aston Rd., B'ham, 6. Aston Cross 4281. [S1100/R]

WEST END MOTORS, Ltd., for LE spares trade and retail.—179, Upper Tooting Rd., S.W.17, and 171, Hill Rd., Brixton, S.E.15. Tel. Bal. 4231, and New 5118-9. [S1120/R]

STUCK for a Velo part?—Have you tried Stevens, the country's largest stockists? Write, 'phone or call and we'll help you immediately; it's not often that we're beaten; same day c.o.d. service—just say what you want and pay the postman when he comes.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5. [S1111/R]

VILLIERS

YOUNG'S—Villiers specialists; comprehensive stocks; exchange gear boxes, spares and service; exchange units for autocycles, motor cycles and industrial engines; list free; immediate quotations and supplies—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R]

MEETEN'S for Villiers, of course! If what you require is obtainable Meeten's will have it! New engines for farms, for industry, for motor and autocycles, service exchange engines of all types, regrid exchange engines, carburetors, carburetor cleaners, etc., and, of course, all spares; try us when next you need really prompt attention; but do not forget, we need your engine numbers: trade supplied.—Tel. Malden 3110. Meeten's for Villiers, Shannon Corner, New Malden.

VILLIERS SPARE PARTS

WATKINSON MOTORS, official stockists—136, Stockwell Rd., S.W.9. Br. 2338. [S1144/R]

BRUCE LEWIN, Ltd., terrific stocks Villiers spares—17, Narborough Rd., Leicester. Tel. 5280. [S1025/R]

YOUNG'S—Villiers spares prompt despatch—20-32, Tooting Bec Rd., London, S.W.17. Balham 7791. [C1134/R]

OLIVERS OF TOTTENHAM for Villiers spares and service.—2, Bruce Grove, N.17. Tottenham 1975. [S1035/R]

GLANFIELD LAWRENCE, Villiers spares stockists: 407, High Rd., N. Finchley, N.12. Fin. 0091. [S1044/R]

RALPH PRICE, of Woolwich, for Villiers spares and service.—77, Plumstead Rd., S.E.18. Woo. 3367. [S1044/R]

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, c.o.d.—895-921, Fulham Rd., S.W.6. [S1105/R]

A D
THE
of MO
NEWA D
THE
of MO
NEW

**A DEAL WITH US WILL MEAN
A GOOD DEAL—TO YOU
THE FINEST SELECTION
of MOTORCYCLES, SCOOTERS & MOPEDS
NEW AND SECONDHAND IN NORTH LONDON**

FOR SAME DAY DELIVERY

A.J.S. 350 c.c. Model 160 Twin	£233 18 2
AMBASSADOR 150 c.c. Popular	£281 14 3
AMBASSADOR 175 c.c. Statesman, 4 speed	£143 15 3
AMBASSADOR 250 c.c. Supreme Twin	£193 7 3
ARIEL 200 c.c. Colt	£155 18 4
ARIEL 350 c.c. Model N.H. chaincase	£234 4 5
B.S.A. 250 c.c. Bantam Super	£125 11 11
B.S.A. 250 c.c. Model C12	£125 11 11
FRANCIS-BARNETT 150 c.c. Plover	£122 17 2
FRANCIS-BARNETT 197 c.c. Falcon	£159 13 7
FRANCIS-BARNETT 197 c.c. Falcon, chrome tank	£163 14 8
FRANCIS-BARNETT 250 c.c. Cruiser	£185 5 0
FRANCIS-BARNETT 250 c.c. Cruiser 89, chrome tank	£189 6 1
JAMES 98 c.c. Comet, foot change	£100 10 5
JAMES 150 c.c. Cadet, dual seat and rests	£121 14 2
JAMES 197 c.c. Captain, blue or maroon	£155 18 9
JAMES 250 c.c. Commodore	£180 17 9
JAMES 250 c.c. Commander	£180 17 9
MATCHLESS 500 c.c. Model G9 Twin	£247 18 7
ROYAL ENFIELD 150 c.c. Ensign III	£115 17 9
ROYAL ENFIELD 250 c.c. Crusader	£212 1 6
ROYAL ENFIELD 350 c.c. Chipper, dual seat and rests	£206 3 0
ZUNDAPP 200 c.c. Model 2000	£180 17 9
ALSO THE AMAZING T.W.N. CORNET AND FULL RANGE OF MOPEDS AND SCOOTERS.	

DEPOSIT 1/3 CASH PRICE

IMMEDIATE DELIVERY TERMS UP TO 24 MONTHS
H.P. ACCOUNTS SETTLED EXCHANGES WELCOMED
TAX AND INSURANCE CAN BE INCLUDED IN TERMS

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE
183-187 HIGH ROAD
S. TOTTENHAM, N.15

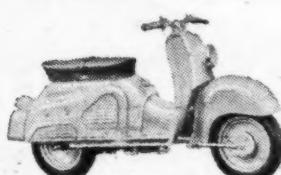
Stamford Hill 2340. OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

CLAUDE RYE LTD
OF FULHAM

THE SCOOTER PEOPLE

FOR THE

**INCOMPARABLE
“BELLA’S”**

DOZENS IN STOCK FOR IMMEDIATE DELIVERY
IN ALL THE LATEST COLOURS

200 cc BELLA MODEL 203

CASH PRICE £205/16/6

Also 146 cc BELLA MODEL 154

CASH PRICE £187/2/6

Write for Illustrated Leaflet.

DEPOSIT 1/3 CASH PRICE.

IMMEDIATE DELIVERY TERMS UP TO 24 MONTHS
H.P. ACCOUNTS SETTLED EXCHANGES WELCOMED
IF YOU CANNOT CALL, ORDER BY POST
FREE DRIVING TUITION. FREE DEMONSTRATION.

895-921 FULHAM RD. LONDON S.W.6

RENNOWN 0174/70 lines;

8-30-6 daily. Thurs. 1 p.m.

(Nearest Station: Putney Bridge: Buses 14 & 96 pass the door)
North London Branch: 183-187 High Rd., S. TOTTENHAM, N.15
STAMFORD HILL 2340. OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

THE MOTOR CYCLE

VILLIERS SPARE PARTS

GATEHOUSE MOTORS, Ltd., Villiers spares stockists: all parts c.o.d., by return.—196, Archway Rd., Highgate, N.6. Fitzroy 1666. [S1055/R]

WHITBYS OF ACTON.—All Villiers spares and exchange units.—263, Acton Vale, London, W.3. [S1228/R]

HOE STREET GARAGE, Ltd.—Villiers engine and carburetor spares: c'tner c.o.d. trade.—141, Hoe St., W.2. Tel. Cop. 1710. [0277]

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models: s.a.e. quote by return.—895-921, Fulham Rd., S.W.6. Rennown 6174. [S1051/R]

BURTON-ON-TRENT.—Villiers special c.o.d. telephone service of all spares for all models.—A. A. Fenn, 41, New St., Burton-on-Trent. Tel. 3368. [0585/R]

KAYS OF EALING, Ltd., Villiers spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

O'NEILL BROS., Ltd.—Stock spares, exchange units for post-war engines and gear boxes, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179]

MANCHESTER official spares stockists and repairers of all types Villiers engines, a/cycle and industrial.—Parkin, 437, City Rd., Manchester, 16. Tra. 0869. [0277]

GODFREYS, Ltd.—Villiers spares stockists.—226-234, London Rd., W. Croydon. Cro. 3641-2; 208, Great Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate. Gra. 1234. [S1052/R]

MEETENS, Shannon Corner, New Malden 5110 (on the Kingston By-Pass) for Britain's most comprehensive stock, genuine Villiers spares—every type available; trade supplied, full terms. [S1203]

VILLIERS SERVICE

HIRE purchase terms on all Villiers service exchange engines.—Deptford Autos, Tel. Tideway 1587. [7974]

VINCENT

DEEPROSE BROTHERS Ltd., offer:—

1955 series D Rapide and 1958 S501 Stein, many extras, including hydraulic brakes, twin Windtoms, mirrors, sprocket cases, etc., the whole outfit in superlative condition, a real eye catcher and probably the best looking in the country; £369 or 1/4 deposit and repayments over 2 years if required, part exchanges welcome.

DEEPROSE BROTHERS Ltd., 178-184, Brownhill Rd., Catford, S.E.6. Hit. 8888. [C1012]

1939 100cc Vincent Rapide, enthusiast's mount: £69.—Tel. Gla. 0164. [C1154]

GLENFIELD LAWRENCE OF FINCHLEY offer with 6 months' written guarantee:—

1956 Vincent Rapide 1.000cc with Avon Fairing and Craven panniers, one owner, excellent: £249.

1951 Vincent Comet 500cc with Watsonian Avon sports sidecar on Blackwell Safety chassis: £159.

HIRE purchase terms and part exchanges.

407-419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [C1044]

CONWAY MOTORS, Britain's largest Vincent specialists.

OFFER a few from their wide range of over 60 good second-hand Vincents, solo, solo combinations, 1.000s, 500s, 250s, 150s, 100s, 50s, all serviced by works-trained mechanics, specialists in postal services, machines sent anywhere in U.K.

H.P. terms one-third deposit, balance over 12, 18, 24 months.

£309.—1956 Vincent Black Prince, one owner.

£239.—1954 Vincent Rapide 988cc. Mccall lamp.

£239.—1954 Vincent Rapide 988cc. Mccall lamp.

£169.—1951 Vincent Rapide 1.000cc, valanced guards, very clean, choice of 2.

£169.—1950 Vincent Rapide 988cc, Avon fairing.

ALSO good selection of sports s/e/s with Vincent fittings.

CONWAY MOTORS, 301-307, Goldhawk Rd., Shepherd's Bush, W.12. (Sales) River 4872-3. [C1021]

SLOCOMBES have a good selection of guaranteed used Vincents.

SLOCOMBES.—£25: 1956 Black Knight (Shadow).

SLOCOMBES.—£30: 1955 Black Prince 1.000cc.

Also 1956 black, two-tone finish, immaculate terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

1951 Rapide, very sound throughout. £139: also 1952 Comet, a gem; £120: n.p., etc.—Jones' Garage, Syston, Leics. [8058]

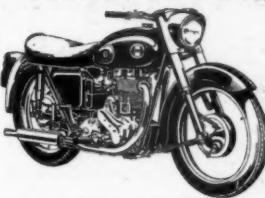
1951 Shadow, excellent condition, new exhaust system: £190 o.n.o.—Carr, Blanchland, Consett, Co. Durham. [8054]

1952 Vincent Comet 500cc, very good condition, many chrome parts: £110 o.n.o.—Gillet, 79, Southwold Rd., Wrentham, Nr. Beccles. Suff. [1053]

HUMPHREYS for Vincent sales, spares and service, selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 5326.

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE

**MARVELLOUS RANGE
of BRAND NEW
1958 MOTOR CYCLES,
SCOOTERS, MOPEDS,
3-WHEELERS & SIDECARES**



ALL MODELS AVAILABLE
FOR IMMEDIATE OR QUICKEST DELIVERY

We have the finest range of new models in the country. Terms 1 3rd deposit, 24 months to pay, no silly restrictions and time wasted making enquiries, you can ride away on the spot fully taxed and insured, your own machine taken as deposit. We can cover you against Accident, Sickness and Unemployment. H.P. ACCOUNTS SETTLED, EXCHANGES, IF YOU CANNOT CALL, ORDER BY POST.

MOTORCYCLES

A.J.S., ARIEL, AMBASSADOR, B.S.A., ENFIELD, EXCELSIOR, FRANCIS-BARNETT, JAMES, MATCHLESS, NORMAN, NORTON, N.S.U., MAX, PANTHER, SUNBEAM, VELOCETTE, ZUNDAPP.

SCOOTERS

ALBATROSS, B.S.A., BELLA, BINZ, BOND, DIA! A, D.K.R., DUNKLEY, D.K.W., EXCELSIOR, HEINKEL, ISL, LAMBRETTA, MAICO, MERCURY, N.S.U., PARILLI, PIATTI, PROGRESS, T.W.N., VICTORIA, VESPA, WABC.

MOPEDS

BONW, BINETTA, EXCELSIOR, EXPRESS, PERLE, MERCURY, NORMAN, NEW HUDSON, LEOPARD, N.S.U., QUICKLY, PHILLIPS, VICTORIA, ZUNDAPP, COMBINETTE.

SIDECARES

BLACKNELL, B.S.A., BUSHAR, CANTERBURY, GARRARD, NORTON, SWALLOW, SURREY, RANKIN, SUNBEAM and WATSONIAN.

THREE-WHEELERS

A.C. PETITE, BOND MINICAR, HEINKEL, MESSER-SCHMITT, RELIANT, GOGGOMOBIL and ISSETTA.

Write for LEAFLET OF MACHINE YOU ARE INTERESTED IN

THIS COUPON IS WORTH MONEY!

NAME ADDRESS

(M) I HAVE A USED MACHINE I WOULD LIKE TO SELL PART EXCHANGE.

MAKE YEAR MODEL

S.V. or O.H.V. Sp. Rigid

Solo or Comb. c.c.

Make of car Cvv or W.D.

Dyne. F change. Oil.

Girder. Mileage. Appearance.

Colour. Con. of tyres. I require.

895-921 FULHAM RD. LONDON S.W.6

RENNOWN 0174/20 lines)

8-30-6 daily. Thurs. 1 p.m.

(Nearest Station: Putney Bridge: Buses 14 and 96 pass the door)
North London Branch: 183-187 High Rd., S. TOTTENHAM, N.15
STAMFORD HILL 2340. OPEN 9 a.m.-6.30 p.m. Thur. 1 p.m.

*Mothers and Fathers,
Husbands, Wives and
Sweethearts all agree the*



NEW MARK E BOND MINICAR

*Modern Styling, the
Comfort with Graceful
Line and Sporting
Appearance*

**ADJUSTABLE DEEP SEATING
for THREE,**

Exceptional Manoeuvrability, 4-speed box, Steady Performance at less than 1½d. per mile

Bond MINICAR

MAINTAINS THE SUPREME POSITION ENJOYED FOR SO MANY YEARS

A TRIAL RUN WILL CONVINCE YOU

**PRICES: Mark D from £335- 5-3
Mark E from £379-13-9**

3rd Deposit secures immediate delivery

**NO GUARATORS
ENQUIRIES
FUSS**

Write now for illustrated brochure
OR

better still, visit our showrooms and try one for yourself without any obligation

Exchanges welcomed at the Home of BOND MINICARS

LOXHAMS
MOTOR CYCLE HOUSE
FISHERGATE, PRESTON
TEL: PRESTON 4242
also at
SUDELL CROSS, BLACKBURN
TEL: BLAKEWATER 42259

MOTOR CYCLES MISCELLANEOUS GATEHOUSE MOTORS.

£199	10.-1957 Velocette 500cc Venom s/arm Springer, 5,000 miles, superb
£169	10.-1957 A.S. 350cc s/arm springer, one owner, Avon screen, taxed.
£159	10.-1955 B.S.A. 650cc Flash s/arm springer, beige.
£150	10.-1955 B.S.A. 500cc A7 s/arm springer, Avon screen, etc.
£149	10.-1955 Matchless 350cc s/arm springer, superb condition.
£149	10.-1956 B.S.A. B35 350cc s/arm springer, full-width hubs and enclosed chain-case.
£149	10.-1955 A.J.S. 350cc s/arm springer, immaculate condition.
£145	1955 B.S.A. 650cc Flash s/arm springer, beige.
£145	1954 Matchless 500cc G80S s/arm springer, spotless.
£119	10.-1957 Triumph 200cc Cub, s.arm springer, one owner, extras.
£99	10.-1956 Francis-Barnett 225cc Cruiser, s.arm springer, one owner.
£99	10.-1953 Triumph 500cc Speed Twin springer, d.seat.
£95	10.-1951 B.S.A. 250cc C10G springer, 6,000 miles.
£89	10.-1951 B.S.A. 650cc Flash springer, d.seat, good tyres.
£89	10.-1957 B.S.A. 150cc Bantam Major s.arm springer, one owner.
£59	10.-1955 B.S.A. 250cc C10 springer, panniers, d.seat, good tyres.
£49	10.-1949 Matchless 350cc G3L comp., full lights, taxed.
£39	10.-1952 Royal Enfield 350cc model G, teles, good tyres.
£35	10.-1948 A.J.S. 350cc 16M, teles, good tyres.
£19	10.-1950 B.S.A. 125cc Bantam, d.seat, good tyres.
	H.P. terms, deposit one-third, balance over 12, 18, 24 months.

GATEHOUSE MOTORS, 196 & 8, Archway Rd., Highgate, N.6. Fitzroy 1666. Monday-Saturday. [C1055]

GOODALLS OF EPSOM.

GOODALLS	1953 Triumph Thunderbird, panniers, engine, 61,000 miles.
GOODALLS	1955 Matchless 350, springer, engine overhauled. £139.10.
GOODALLS	1955 Royal Enfield 700cc and double-adult sidecar. £245.
GOODALLS	1954 Matchless G9, pannier equipment. £145.
GOODALLS MOTOR CYCLES, Ltd.	55, South St., Epsom. Tel. 9563. Open 8.30-7. [C1051]

WHEELERS OF EPSOM.

1954	(Sept.) Velocette 350cc MAC, s.arm; £117.
1952	(Sept.) B.S.A. 500cc B35, excellent throughout. £81.10.
1954	1952 Triumph 650cc Thunderbird, immaculate. £156.
1956	N.S.U. Prima scooter, low mileage, excellent condition. £129.
1954	Ariel 500cc twin, s.arm, excellent condition throughout. £153.

WHEELERS OF EPSOM for new and used machines; buy your 1958 model now; new and used fully backed by guarantee and the best after-sales service offered; if you cannot call send for free list; our postal service is great.

WHEELERS MOTORS, 45-51, Waterloo Rd., Epsom, Surrey, 4505-6.

RICKERS NORTH LONDON.

A GRAND selection of 1958 models, including Lambretta scooters and N.S.U. Quickly, in stock.

COMPREHENSIVE stock of good used combinations; all machines road tested.

2. Queens Parade, Green Lanes, Hornsey, N.8. Tel: Turnpike 0254, 2 mins from Turnpike Lane Tube Station. A few doors from Queen's Head Hotel.

[C1135 R]

COULSDON MOTOR CYCLES offer:-

1954 Ariel Huntmaster twin, fitted 1957 Canterbury Warrior sports s.c. immaculate condition. £195.

1953 Triumph Speed Twin sprung hub, immaculate late machine. £119.

20 used s/c in stock, d.a. c.a. and sports from £10; terms; exchanges; main James agents. -206, Brighton Rd., Coulsdon, Surrey. Uplands 7887. [C1011]

MAYBANK MOTOR CYCLES offer:-

1949 B.S.A. B35 springer, in superb condition; £50.10.

1947 B.S.A. C11, d.seat, very good mechanically; £35.

1948 regd. Matchless G3L 350cc, teles., springer, d.seat, 7in front brake, sound machine; £39.10.

TERMS, exchanges. -5, Maybank Rd., South Woodford, E.18. Wanstead 1829. [C1142]

CHARLES SIMPSON MOTORS offer:-

1956 model 30 A.J.S., immaculate, crash bars, etc.; £189.

700cc Royal Enfield Meteor, Avon fairing, crash bars, Windtours; £189.

Panther and Canterbury Hawk sidecar, absolutely immaculate. £239.

1955 series D Vincent Black Shadow, and d.a. saloon sidecar. £239.

CHARLES SIMPSON MOTORS, Ltd., Staples Corner, Hendon, N.W.2. Gladstone 1921-1246. Fair exchanges a speciality on both motor cycles and cars. [C1154]

HUMMINGBIRD MOTOR CYCLES LTD.

DIRECTOR
LESLIE WOOD

Herts leading agents for most makes of motor cycles, 3-wheelers and sidecars. Used machines with 3 months' guarantee. Selection as under.

1958 (June) RELIANT	hardtop, cost £460	£425
1957 BOND	family de luxe, 6,000 miles	£255
1957 TRIUMPH	Tiger Cub, s.arm. Many extras	£125
1958 BELLA	200 c.c. Scooter, 100 miles only	£100
1957 ARIEL	350 c.c., s.arm	£120
1954 A.J.S.	350 c.c., s.arm, panniers	£130
1951 B.S.A.	125 c.c. Bantam, s/frame, from	£30
1953 B.S.A.	250 c.c. 4-speed C11, s/frame, from	£70
1957 LEOPARD	50 c.c. Bobby 6, extras	£40
1955 LAMBRETTA	150 c.c. Scooter, extras	£100
1958 BELLA	Scooter, very small mileage	£100
1955 N.S.U.	Quickly moped	£40
1956 ZUNDAPP	Combinette, s/frame	£40
1954 B.S.A.	350 c.c. B31, s/arm	£120
1953 B.S.A.	Star Twin and Avon sidecar	£150
1955 NORTON	E.S.2, s/arm	£100
1952 ENFIELD	500 c.c. Twin, s/arm, panniers	£90
1953 TRIUMPH	T100, sprung hub	£120
1949 JAMES	197 c.c., spring frame	£50

Immediate insurance, part exchanges, H.P. 1/3rd deposit. Balance 12, 18 and 24 months.

39, LONDON RD., ST. ALBANS ST. ALBANS

54/74

60-62, SHENLEY RD., BOREHAM WOOD ELSTREE

2662

Spares & Service-Both Depots-Open 9.00 a.m.-7.00 p.m.

GEORGE GROSE LTD.

Offer the finest value in Used Machines

★ SCOOTERS, M/CYCLES, 3-WHEELERS	LTD
★ FIRST CLASS AFTER SALES SERVICE	
★ 1/3 DEPOSIT & 24 MONTHS TO PAY	
★ PART EXCHANGES WELCOME	
ALL CLOTHING—CAMPING REQUISITES	

SECONDHAND SELECTION

SCOOTERS AND MOPEDS	
1958 MINIMOTO on Gent's Cycle	£8 10
1958 ABERDALE 125cc, 98 c.c.	£15 10
1956 N.S.U. Quickly, 50 c.c.	£20 10
1951 DOUGLAS Vespa, 125 c.c.	£230 10
1957 N.S.U. Quickly, 50 c.c.	£240 10
1957 BINETTA Sports, 50 c.c.	£245 10
1957 BSA 125cc. 1970 Moped.	£250 10
1957 B.S.A. Dove, 70 c.c.	£260 10
1954 LAMBRETTA LD, 125 c.c.	£270 10
1955 DOUGLAS Vespa, 125 c.c.	£270 10
1957 WARCO, 150 c.c. 3-spd. Villier Scooter	£270 10
1957 PIATTI, 125 c.c., taxed, 1 owner. Snip	£270 10
1956 DOUGLAS Vespa, 125 c.c., panniers. Immaculate	£280 10
1956 DOUGLAS Vespa, 125 c.c. Super	£290 10
1956 LAMBRETTA LDB 150 c.c., acrn., cart., taxi, Perfect	£290 10
1957 LAMBRETTA LDA, 150 c.c. self/mr., acrn. Super	£310 10

This week's bargain—1957 DOUGLAS Vespa, 125 c.c., many extras, unmarked. £120

City showrooms—LUDGATE CIRCUS, E.C.4. CEN. 5561

Hours 8.30-6 p.m. Sat. 1 p.m.

North London Branch

834 HIGH ROAD, FINCHLEY, N.12

Open all day Saturday

HIL. 2149

Ring BATTERSEA 7816

FOR IMMEDIATE

BSA

SPARES

SERVICE

24-HOUR C.O.D.

We're 100% B.S.A. Specialists with a £20,000 stock of Spares. No matter what you want or where you live—in England, Scotland, Wales or Northern Ireland—we guarantee immediate attention to your order.

OWEN BROS.
B.S.A. MAIN AGENTS

"B.S.A. HOUSE," 19 BATTERSEA RISE,
CLAPHAM JUNCTION, S.W.11

Hours: 8.30 a.m. to 6 p.m. Wed. 1 p.m.

WE

YOU

...at

COWIES

THE MOTOR-CYCLE DEALERS OF THE NORTH

MILLFIELD
SUNDERLAND

Also at: NEWCASTLE, STOCKTON and DURHAM

HAVE the largest selection of Motor Cycles in the North.

ALLOW top prices in Part Exchange.

GIVE a written guarantee with all post-1950 machines.

EMPLOY works-trained mechanics.

ARE assured of absolute satisfaction.

GET real After-Sales Service from COWIES.

WILL never regret the deal you did with us.

SHOULD contact us NOW!

THE MOTOR CYCLE

MOTOR CYCLES MISCELLANEOUS

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1651, 2923. 350cc B.S.A. B31 with windscreens: £149.
1956 350cc B.S.A. B31 with windscreens: £149.
1955 B.S.A. C11G: £89.
1955 250 B.S.A. C10L: £75.
1951 125cc B.S.A. Bantam: £37.
1950 500 B.S.A. and single-seater s/c: £70.
1950 98cc Excelsior Consort: £37.10.
1955 197 Francis-Barnett Falcon: £85.
1957 150cc James Cadet, one owner: £85.
1953 98cc Norman Autocycle: £25.
1957 98cc James Comet, one owner, windscreens, leg shields, battery lighting: £79.
1955 125cc Douglas Vespa, one owner: £89. [C1132]

HARRY NASH.—12½% off last few new 1957 models.
1956 125cc B.S.A. 2-stroke, leading dealer in stock.
H-1948 B.S.A. A7 and B.S.A. 2-seat saloon, £99.
H-1955 Ambassador 250, grey, de luxe, immaculate, £89.
H-1954 Norton ES2 and Avon sports, £145; 1955 Norton 88 Dominator beauty £169.
H-1955 Matchless G3LS: £125; '53, £109; 1955 Bantam 150, extra nice, £59.
H—Many more high-class bargains: 24 months' h.p.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

WALLY HAINSBY, 293, West End Lane, London, N.W.6. Tel. Swi. 2896. H.P. terms ½ deposit, balance 12-24 months; part exchanges welcomed. £122—1957 Lambretta LDB 150cc, low mileage, one owner, £99—1953 Triumph Thunderbird, s.hub, mechanically sound. £82—1957 Ambassador 150cc, s.arm., panniers, one owner, 5,000 miles, as new. £47—1949 350cc springer, good runner, very clean. £169—1954 Triumph ST 510 springer, with 1957 Canopus chassis, outfit completely resprayed, plunger sprung condition.

ALL our machines are workshop overhauled.

WALLY HAINSBY has many other good bargains not advertised, it's worth a visit. [C1145]

HALLENS, East Anglia's leading dealers for new and used motor cycles; machines to suit every purse and purpose.

HALLENS offer confidential hire-purchase and insurance, part exchanges welcomed, in fact, there is no delay in riding away.

HALLENS for bargains: take your pick from this week's used selection: '53 A.J.S. 350cc 6M5: £145; '55 A.J.S. 500 185: £149; '54 A.J.S. 500 20: £159; '53 Ariel 500 N.H.: £69; '57 B.S.A. 150 D3: £85; '49 B.S.A. 350 B31: £49; '56 F-Barnett 225: £17; '55 James 225: £12; '57 98cc Excelsior Consort: £55; '56 James 200K7: £105; '54 Matchless 350 G3LS: £135; '54 Matchless 600 G11: £175; '53 Norton 500: £88; '57 Panther 600 G11: £175; '53 Sunbeam 500: £88; '55 Tandem 200: £105; '53 Triumph 500 T100: £110; '55 Triumph 500 T100: £179; special bargain. '56 Ascot Single 150cc saloon s.c. suit B.S.A.: £59.—Write, phone or call for our full stock list to:

HALLENS of CAMBRIDGE, Ltd., Hawthorn Way, Cambridge. Tel. 56225. [C1059]

PANKHURSTS of HAMMERSMITH bargains in used motor cycles, combinations, ride away on payment of ½ deposit, balance up to 24 months, part exchanges welcome on any vehicle.

£189—1957 350 ohv Ariel s.arm., as new.

£149—1956 350 ohv Norton, s.arm., lovely condition.

£89—1953 350 ohv Enfield Bullet, s.arm.

£129—1953 350 ohv B.S.A., s.arm., nice condition.

£69—1949 500 ohv Triumph Tiger 100, sprung hub.

£239—1958 650 ohv Triumph Thunderbird, s.arm., unmarked.

£199—paniers 1957 650 ohv Triumph Tiger 110, s.arm.

£219—1956 600 ohv Norton Dominator 99, s.arm., beautiful condition.

£99—1952 500 ohv Triumph Speed Twin, sprung hub, very clean.

£159—1954 500 ohv Norton Dominator 88, s.arm.

£129—1955 350 ohv Douglas Dragonfly, s.arm.

£129—1952 500 ohv Norton Dominator, s.arm., very clean.

£49—1954 200 2-stroke Ambassador, very clean.

£29—1952 125 2-stroke B.S.A. Bantam, dual seat.

£159—1957 150LDB Lambretta, load of accessories, spare wheel, etc.

MANY other motor cycles and combinations to choose from: motor cycles from £15; combinations from £20; any machine or outfit sent for you to see anywhere, any time, without obligation, or call at 314, King St., Hammersmith, W.6. Open to 8 p.m. every week-day.—Tel. Riverside 1401 for immediate attention. [C1136]

CALLERS only.—Motorised cycles for Sums cash (some needing attention); motor cycles from 12s cash (some needing attention); list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

WANTED!

MOTOR CYCLES
SCOOTERS
MOPEDS
3-WHEELERS

Highest Cash Offer "By Return"
or Phone Brixton 6251

IF YOUR BIKE IS GOOD
OUR OFFER IS BETTER!
USE THIS TIME-SAVER.

I wish to sell my 19.....cc.

Make..... Model.....

Condition.....

For which I must have £.....

NAME.....

ADDRESS.....

PRIDE & CLARKE LTD.

158, STOCKWELL ROAD, LONDON, SW.9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays 1 p.m.

TWO STROKES LTD.

New Stock:—A.C., Bond, Coronet, Gordon, Heinkel, Isetta, Messerschmitt, Reliant, Unicar

USED GUARANTEED CARS

1957 A.O. Petite, choice of 2.....	£309
1956 BERKELEY, under 10,000 miles, very smart	£379
1954 BOND Minitruck, not guaranteed.....	£169
1954 BOND Minitruck, family type, well kept.....	£199
1954 BOND 2-str., numerous extras, attractive cond.	£180
1954 BOND Family de Luxe, very smart.....	£209
1955 BOND 2-seater, many extras.....	£199
1955 BOND 2-str. de Luxe Hardtop, num. extras	£219
1955 BOND Family de Luxe, choice of 4 from.....	£229
1956 BOND 2-seater de Luxe, very smart.....	£225
1957 BOND 2-str., one owner, exceptional condition	£235
1957 GOGGOMOBIL (Oct.), Family de luxe, 1 owner, 4,000m.	£289
1956 GORDON, lovely condition.....	£199
1957 GORDON, two-tone, one owner.....	£229
1957 ISETTA (Dec.), very smart car.....	£230
1957 ISETTA, choice of 4 from.....	£225
1955 MESSERSCHMITT KR 200.....	£245
1957 MESSERSCHMITT KR 200 de Luxe, except.....	£269
1954 MESSERSCHMITT KR200, only done 400 m.	£299
1954 RELIANT Regal Coupe, exceptional car.....	£269

Best Hire Purchase. Motor Cycles, Scooters and Cars taken in Part Exchange. Demonstration without obligation.

STANMORE (Bakerloo Line) MIDDX.

Phone GRIMSDYKE 1166/67
OPEN WEEKDAYS & SAT. 9-7 SUN. 10-1

Service and all Spares
CORNWALL RD. HATCH END MIDDX.
W.DAYS 9-6 Ph. HATCH END 1985 SUN 10-1

RAYMOND WAY

OF KILBURN

THE HOLIDAY SEASON
IS IN FULL SWING
MAKE SURE OF YOUR TRANSPORT NOW!
YOUR GUARANTEED BARGAIN IS HERE

COMBINATIONS

1954 TRIUMPH 650 c.c. Thunderbird, sprung hub, dual seat, leg shields, metallic Blue finish, fitted Blackwell Sports sidecar on Safety chassis, in matching colours. Superlative value £169.

1947 BSA 350 c.c. 2-speed, fitted Late Canterbury 3-seat saloon on heavy chassis with brake. Just the job for your holiday! £79.

1957 TRIUMPH 650 c.c. Model T110, S/A, dual seat, front and rear chrome bumpers, stream lined metal paniers, duo tone cream/blue finish, fitted Blackwell Sports sidecar. £165.00

1956 BSA 350 c.c. Model G3L8, S/A dual seat, black/chrome finish, above average condition £115.

1955 MATCHLESS 350 c.c. Model G3L8, S/A dual seat, black and chrome finish, thousand miles. Special offer £189.

1956 SUM 225 c.c. S/A dual seat, a one owner, speedy and economical £95.

1956 AJS 350 c.c. Model 16M8, S/A dual seat, leg shields, black and chrome finish, and immaculate condition £145.

1957 Reg. ARIEL 500 c.c. Red Hunter, S/A dual seat, panier frames, Maroon and chrome finish, well above average condition £155.

1958 ZUNDAPP Combinette 49 c.c. Quality moped, rear sprung, totally enclosed transmission, 2-speed, speedometer, very low mileage, special offer £155.

1958 B.S.A. 150 c.c. Bantam Major, S/A, dual seat, mileage under 200 £125.

1958 DOUGLAS Vespa 135 c.c. duo tone finish, most attractive, fitted many extras £125.

1957 B.S.A. 125 c.c. 2-speed, dual seat, rear carrier, handbrake screen. The week's bargain £145.

1956 DATTON Altairson 225 c.c., 4-speed, special carrier, the scooter with a motor cycle performance, choice of two £145.

1957 PIATTI 125 c.c. dual seat, rear carriage and carrier, with handbrake, windscreen, attractive red/cream finish, very low mileage £145.

1957 T.W.N. Teasy, 125 c.c. electric starter, low mileage. A real quality scooter £145.

1957 BELL 150 c.c. 4-speed, electric starter, rear carrier, handbrake screen, of white finish, exceptional and reliable £145.

1957 B.S.A. Dandy 70 c.c. 2-speed, rear sprung, special offer £125.

1958 PHOENIX 150 c.c. All British scooter, Villiers engine, foot operated gear change, very low mileage £125.

VERY SPECIAL OFFER.

20 used sidecar bodies of all types, some with chassis. From 10 Gns. Callers only.

WE HAVE AN AMAZING SELECTION OF BRAND NEW 1958 MACHINES AND SIDECARS IN STOCK FOR IMMEDIATE DELIVERY. PART EXCHANGES WELCOMED.

3 months' written guarantee
on all used machines over £50

PLEASE WRITE CLEARLY

I want a.....

I have a.....

I value at £.....

NAME.....

ADDRESS.....

MC

RAYMOND WAY

WILLESDEN LANE, N.W.6

Close to Gaumont State Cinema

MAIDA VALE 6044 Open 9-7, Sat. 9-8
Open Sundays 10-12 for inspection only
and at 773 HIGH RD., SEVEN KINGS, ESSEX

MOTOR CYCLES MISCELLANEOUS

COMERFORDS.—Sixty machines to be knocked out for cash to callers; prices from £100.00 at approximately half their normal price; this is a genuine clearance, no reasonable offer refused; delivered free within 5 miles or free on rail.—Portsmouth Rd., Thames Ditton, Surrey Emberbrook 5531 (6 lines).

G. K. RAE, Chiswick, offers a magnificent stock of over 100 carefully selected modern machines at reasonable prices on very easy terms, wonderful allowance on value of machine established over 30 years and known for courtesy and honest dealing, remember! Whether buying or selling it always pays you to "call to day on G. K. Rae"—Ask your Dad! G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. G. Chiswick 2431. [C1107/R]

RAY KEMPSSTER, Ltd.—1956 A.J.S. 500 twin, £189. 1956 O.G.C. 250, £59. 1956 B.S.A. C10L, £69. 1956 B.S.A. Bantam 225, £89. 1956 Jawa 177, £157. Bells 150, £139. 1957 B.S.A. Road Rocket, £229. 1949 B.S.A. B35 springer, 265; many others; exchanges, terms, insurance, etc.; personal attention; full satisfaction—344-346, Upper Richmond Rd. West, East Sheen, S.W.14. Tel. 9440. [C1144]

DISMANTLED MACHINES

1951 Star Twin B.S.A.—Bennetts, 28, Naylor Rd., S.E.15. New 3137. [C1061]

THREE-WHEELERS AND CARS

MERCURY offer:—

£245!! 1957 Messerschmitt de luxe.

£195!! 1956 M.G. PB 2-seater, black, new Vynide hood.

£165!! 1956 Morgan F2 2-seater, hydraulic brakes, excellent runner.

£165!! 1935 Morgan super sports, red.

£155!! 1936 Morgan super sports, red/cream, hair-springs.

£145!! 1957 Morgan F4 4-seater, red.

£125!! 1933 Morgan super sports, ohv J.A.P.

£125!! 1957 Morgan F2 2-seater, Ford 8.

£115!! 1934 Morgan sports, ohv Matchless, new hood.

MANY others, terms, exchanges; your motor cycle in exchange; tel. or write for list, 9-6 weekdays, 10-1 p.m., Sunday for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. 6056-9. [C1084]

COMERFORDS.—New Austin A35, Ford Popular, Heinkel Messerschmitt. Bond. Reliant, m/c taken in exchange. Portsmouth Rd., Thames Ditton, Emberbrook 5531. [C1076]

A.C. PETITE

MEETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of the new A.C. Petite three seater de luxe. [C1203]

GODFREYS, Ltd. for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone E.11. See display advertisements. [C1052/R]

1957—A.C. Petite, November 1954, 364cc coupe, one careful owner, spare unused, exceptional terms, exchanges; list, open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

A.C. PETITE WANTED

GEOERGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tel. 5211. [W1019]

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., W.6. Renown 6174. [W1105 R]

AUSTIN

COMERFORDS for new Austin A35s and vans, motor cycles and three-wheelers taken in part-exchange. Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

BERKELEY

GLANFIELD LAWRENCE (HIGHBURY), Ltd., distributors N. & E. London; immediate delivery from 28-32, Highbury Corner, N.S. Tel. Nor. 2791. [C1191/R]

B.M.W. ISETTA

CLAUDE RYE, Ltd., for your new B.M.W. Isetta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

WHITBYS OF ACTON.—Immediate delivery new Isetta, h.p., exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

SLOCOMBE, Ltd.—New and used models often available, part exchanges cars or motor cycles, h.p. terms. Willesden 4869/3934. [C1103]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., immediate delivery from 28-32, Highbury Corner, London, N.S. Tel. Nor. 2791. [C1191/R]

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all depots.—See display advertisement. [C1052/R]

BOND MINICAR

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.

SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-8). [C1130/R]

CAMDEN

MOTORCYCLES

Call at our Showrooms or Deal by Post. You can be sure of finding the Model you need at the price you can afford. Immediate Delivery to Callers. 24-Hour Postal Service.

"YOU'LL DO A GOOD DEAL BETTER
AT CAMDEN MOTORCYCLES"

1954 AMBASSADOR, 225 c.c., many extras. Tip-top cond. £200.

1957 AMBASSADOR, 225 Twin, spotless. Absolute gift at. £119.

1957 ARIEL, 200 c.c., 4 speed, excellent tyres. Snip. £75.

1956 ARIEL, 200 c.c., 4 speed, d/m. Spotless cond. £69.

1956 ARIEL, 200 c.c., 4 speed, d/m. £65.

1956 BSA, Bantam, springer, pillion, good panniers. £65.

1956 BSA, 150 c.c. Bant. Maj., S/A, d/seal, panniers. £65.

1956 BSA, 150 c.c. Bant. Maj., S/A, screen, shields, etc. £75.

1957 BSA, 150 c.c. Bant. Maj., S/A, d/seal. Unmarked. £65.

1957 BSA, 250, teles., d/seal, good tyres. Clean. £39.

1956 BSA, 250, good engine, finish rough. Gift. £49.

1951 BSA, 250, springer, well shod. Clean. £39.

1953 BSA, 250, springer, 4 speed, d/seal. Very clean. £79.

1954 BSA, C10, springer. Another Camden gift. £59.

1956 BSA, C10, springer, d/seal. £59.

1956 BSA, C10, 250, spotless. Well kept model. £75.

1958 BSA, C12, 250, just about new. As new. £149.

1954 D.M.W. 197 c.c. S/A, d/seal, good tyres. Excel. cond. £79.

1957 D.M.W. 197 c.c., Trials Trim, sprung. Unmarked. £79.

1956 DOT, 197 c.c. Scrambler Trim, Earles forks. Immac. £29.

1956 F.B. 150 c.c. 250, good engine, finish rough. £29.

1954 EXCELSIOR, 99 c.c., hand painted, so low price. £25.

1954 EXCELSIOR, 99 c.c., well kept model, good finish. £25.

1954 EXCELSIOR, 150 c.c., 3 speed, springer, good tyres. £65.

1957 EXCELSIOR, 150, many extras. Absolutely clean. £25.

1954 EXCELSIOR, 150 c.c., Trials Trim, Earles forks. Immac. £29.

1954 F. BARNETT, 125 c.c. Springer. Excellent condition. £25.

1954 F. BARNETT, 150, 3 speed, S/A, F.W.H., tyres as new. £79.

1954 F. BARNETT, 197, 250, d/seal, paint rough. £49.

1957 F. BARNETT, 197, one of the best in its price. £75.

1957 F. BARNETT, 225, Villiers, S/A, fairing, panniers. £129.

1957 F. BARNETT, 250 AMC engine. As new throughout. £149.

1954 H.R.E. 197 c.c. Villiers engine, spg. extras. £65.

1954 INDIAN, 250, 3 spd., S/A, good tyres, d/seal. Clean. £69.

1952 JAMES, 150 c.c., clean. As good a price is low. £25.

1955 JAMES, 160 c.c., Christmas present in June. £15.

1952 JAMES, 197 c.c., battery lighting, good tyres. £25.

1956 JAMES, 197 c.c., painted, good tyres and engine. £75.

1956 JAMES, 197 c.c., still going strong after 10 years. £115.

1957 G.S.A.-VINCENT Super Fox, S/A, tyres as new. £79.

1957 PANTHER, 250, Dowty forks, d/seal, good tyres. £25.

1954 R. ENFIELD, 150 c.c., 3 speed, springer. V. clean. £49.

1954 R. ENFIELD, 250, owned by both. Super cond. £95.

1954 R. ENFIELD, 250, 3 speed, d/seal. Young. £55.

1954 TRIUMPH, 150 Terrier, good condition, maroon. £49.

1956 TRIUMPH, 200 Cub, springer, good tyres. Immac. £59.

1952 VELOCETTE, 200 LE, much money spent. Bargain. £49.

1955 ACHILLES, 199 c.c. Lido. Will say cond. in weeks. £50.

1955 BERLIN, 49 c.c. Moped, good tyres and paintwork. £45.

1955 BSA, 150 c.c., 3 speed, d/seal. £55.

1956 BROWN, 49 c.c., pannier, fenders, engine very good. £45.

1952 PATRIA, 49 c.c. Moped, white wall tyres. V. clean. £49.

1957 PATRIA, Moped, legshields, metal panniers, screen. £49.

1957 ZUNDAPP, 50 c.c. Combinette, 1 owner, low mileage. £59.

1956 B.S.A. Dandy 70 c.c., useful for shopping, grey. £49.

1957 B.S.A. 150 c.c., 3 speed, elct. start, tyres, etc. £169.

1951 DOUGLAS Vespa, 125 c.c., carrier, sp. wheel. Immac. £59.

1952 DOUGLAS Vespa, overhauled, respired, new d/seal. £69.

1953 DOUGLAS Vespa, goes as well as it looks. £89.

1954 DOUGLAS Vespa, owned by Club member, usual extras. £115.

1957 DOUGLAS Vespa, p.h., screen, carrier, sp. wheel. £129.

1955 DOUGLAS Vespa, 125 c.c., carrier, sp. wheel. £115.

1957 TERRIT, 125 c.c., extra, good tyres. Absolute beat. £85.

1956 TERRIT, pre-select gearbox, nominal mileage. £119.

1950 SWALLOW, 125, no longer handsome, goes well. £65.

1957 T.W.N., 200 c.c. Contessa, spotless as new. Gift at. £150.

HUNDREDS MORE IN STOCK.

REMEMBER THE EARLY BIRD AND WRITE OR CALL WITHOUT DELAY.

SEND THIS CONVENIENT COUPON NOW.

I am interested in a new/used

I have for exchange/sale

Year..... Model..... For which I would

like #..... NAME.....

ADDRESS.....

MC.26/600

CAMDEN MOTORCYCLES

BELL CLOSE, LEIGHTON BUZZARD, BEDS.

Telephone: Leighton Buzzard 2491-23.

OPEN DAILY 9 a.m. to 8 p.m. SUNDAY 10 a.m. to 3 p.m.

RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers: we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service on twenty-four hours by c.o.d.; full servicing facilities; stores open 9 a.m. to 6 p.m., Monday to Saturday.—Reliant Lawrence Hargrave, Ltd., Reliant House, 26-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [S1191/R]

THREE-WHEELERS AND CARS WANTED

R OWLAND SMITH'S, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [W114/R]

EXCHANGE AND WANTED

CONWAY MOTORS urgently require late motor cycles.—501, Goldhawk Rd., W.12. Tel. Nos. (Sales) Riv. 4821-5. Spares Riv. 5725. [W1021/R]

PUTNEY AUTOS purchase good post-war machines; immediate cash payment; h.p. accounts settled.—263, Putney Bridge Rd., S.W.15. Tel. Putney 1186.

PINKS are keen buyers of all modern motor cycles; really good prices paid for all models in really good condition; h.p. accounts settled; call or tel. without delay.

PINKS OF HARROW pay the best prices for the best machines.—Station Rd., Harrow. Tel. 00479.

GLANFIELD LAWRENCE OF FINCHLEY require late motor cycles and combinations of all popular makes for cash or part exchange; existing hire purchase accounts settled.—407/419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [W1044/R]

CLAUDE RYE, Ltd., good clean machines urgently required. Highest possible prices paid in cash or on the spot. H.P. accounts settled. If you cannot sell, we will buy. We pay carriage.—985-921, Fulham Road, W.6. Renown 6174. [W1105/R]

WHITBYS urgently want 350 good, clean, post-war solo, combinations and scooters, immediate spot cash paid; h.p. accounts settled; if yours is a peach we want it; so send full details or come along now and get the highest price with the best service.—Pride & Clarke, Ltd., 273, Acton Vale, London, W.3. She. 5355. [W1123/R]

K. RAE.—If you wish to sell remember that we will definitely pay within 30% of the full market value for all good modern motor cycles, combinations and scooters offered; h.p. accounts settled and balance paid in cash. If you really mean business and wish to receive the highest possible price for your machine quickly and without delay, why not get your car phone or write and get our offer; established over 35 years and known for courtesy and honest dealing. Ask your Dad.

G. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2451. (Beginning at Great West Rd.). [W107/R]

AUTOCYCLES, CYCLEMOTORS, ETC.

BOBBY LEOPARD

BRAND new Leopard mopeds, fitted with the famous BSA engine complete with electric lighting, horn, tools and fittings, offered at the amazing price of £57 (£50 under list price) or terms £19 down, 12 monthly payments of £5.15/10.

MAYDAY MOTORS, Ltd., Mayday Rd., Thornton Heath, Surrey. Tel. Thornton Heath 3473; also at L. F. Ward, Ltd., Gravel Hill, Addington, Surrey. [T954]

MINIMOTORS

MINIMOTORS and all spares per return of post.—Blays of Twickenham, Ltd., 192, Heath Rd., Twickenham. [0369/R]

MOBYLETTE AUTOCYCLES

ALL models in stock; exchanges; lists.—Pride & Clarke, Ltd., 158, Stockwell Rd., S.W.9. Brixton 6251. [C1098/R]

MOBYLETTE AUTOCYCLES SPARE PARTS

PRIDE & CLARKE.—New Mobylette spares, quotation, any part by return post; c.o.d.; easy payment.—158, Stockwell Rd., S.W.9. Brixton 6251. [S1098/R]

N.S.U. QUICKLY

GIFFS OF SOUTH HARROW for N.S.U. Quickly; terms, exchanges.—Byron 2484. [C1055/R]

N.S.U. Quicklys, 1955 and 1956, choice of four from £28.

F. W. CLARK, Motor Cycles, 560-562, London Rd., Thornton Heath. [C1165]

WHITBYS OF ACTON for Quickly and all other mopeds.—273, Acton Vale, London, W.3. She. 5355. [C1128]

HUMPHREYS.—North London distributors for N.S.U. Quickly; full range of Quickly spares and accessories available; counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3328. [C1058/R]

POWER PAK

£8 10.—Power Pak 1954 49cc, fitted to gents' Rudge cycle, good tyres, good runner, taxed.—Dilley, 374, Forest Rd., London, E.17. [C1030]

RAYNAL AUTOCYCLE SPARE PARTS

OFFICIAL spares and service depot (home and export).—2, Ruislip Rd., Greenford. Waxlow 5255. [0526]

VICTORIA NICKY SPARE PARTS

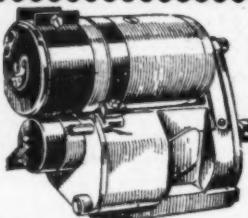
PALMERS for Victoria Nicky spares and service.—81, Stanley Rd., Teddington. Molesey 1646. [S1003]

ELECTRICAL AND SPEEDOMETERS

WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS
Spares for LUCAS, B.T.H., MILLER, WICO, VILLIERS, etc.

NEW
EX-W.D.
LUCAS MAG.
DYNAMOS

2	Brush type
Clock or anti-clock	87/6
Post & Pkg. 4/6.	54/6
Dynamos only	44/6
Mag. proportions only	3/6
Post & Pkg. 3/6.	Reconditioned
Self-start	controls
20/-	



1/4-h.p. ENGLISH ELECTRIC MOTOR

Surplus
200-250 v.
A.C. 50 cycles.

Induction type.

Self-start. Carr. 8.6.

35/-

HEADLAMPS

Used, with

Switch 29/6

Ammeter 39/6

Recondi-
tional 70/-

Also NEW latest

type Miller domed glass 85/-

Post & Pkg. 3.6.

LIGHTING WIRES

F. & P. 6/9

Complete harness for Miller or

Lucas. Coil ignition type 9/-

NEW BATTERIES

6 v. standard

type with outside terminals.

17/6 Heavy Duty

22/6

New Anti-vibration

Type 25/- Post & Pkg. 3/9.

Carriers 6.9.

SPEEDOMETERS

Your Speedo.

Head repaired,

cleaned and

from 15/-

Smith's new

trip model

70/- Recon-

ditioned non-

trip 29/6. Trip model 45/-

Exchange Head 9/-

90 m.p.h. non-trip 27/6. Trip

model 32/6. P. & P. 2.6.

Length 6ft. 6in. Width 4ft. 6in.
Height 3ft. 7in. Walls 12in.
Weight 45lb. approx.
Made from superior quality green
wax-proofed cloth

£31.50

9/4 dep. and 6 monthly
payments of 12/4

Over 500 Tents in stock from 39/- to 225.★ Camping List Free.

Type Length Wth. Ht. Walls Price Dep. F'ments

Mosquito 6' 0" 4' 0" 3' 0" — 35/- —

Lightweight 6' 0" 4' 0" 3' 0" — 56/- —

Poplar 7' 0" 6' 0" 5' 0" 1' 8" 45/17.6 14.7 19/4

Overlander 6' 0" 6' 0" 5' 0" 3' 0" 47/12.6 19/- 25/1

Homestead 7' 0" 6' 0" 6' 0" 3' 0" 41/17.6 27/1 35/8

Barnaby 10' 0" 8' 0" 7' 0" 3' 0" 41/12.6 28/- 36/7

Igloo 6' 0" 6' 0" 6' 0" — 224/10. - 61/- 80/7

— 35/2 73/10

P. & P. 2.6.

Best quality beech wood. Table
Post 23in. x 18in. Ht. 20in.

FOLDING TABLE Post 3/3.

21/6 Wooden

Folding

Stools to

match,

6" ca.

Post 2.2.

MOTOR CYCLE COVERS

5 thou. P.V.C. 7ft. x 6ft. 6in.

Post & Pkg. 1/10

12ft. — 22/6 Post & Pkg. 2/8.

6 thou. P.V.C. covered..... Post & Pkg. 1/9.

With Screen Cover 22/6 Post & Pkg. 2/9.

SEND FOR FREE ILLUSTRATED CATALOGUE

All Goods despatched "By Return" on Approval against Post Order

or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9

Phone: B.R.I. 6251. Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesday, 1 p.m.

7 p.m. Thursday, Friday, Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

10 p.m. Saturday, 1 p.m.

10 p.m. Sunday, 1 p.m.

10 p.m. Monday, 1 p.m.

10 p.m. Tuesday, 1 p.m.

10 p.m. Wednesday, 1 p.m.

10 p.m. Thursday, 1 p.m.

10 p.m. Friday, 1 p.m.

Delivery:
... B.Y.
... O.D.
... 1053/Rparts
... 87
... 3105/Rdoses
rite for
[M1019]N.W.6
11052/R

sidercar

as new;

w. £89.

ce. £59.

ss. £40.

condition;

share St.

[C1029]

the fol-

h wheel

£29/10.

£52/10.

£35.

[M1133]

2, Wards

1199/R

; £80.-

.ow.

g wheel;

Cookson

[M1139]

ll depots

M1130/R

... easy

the 5355.

M1128/R

rd. Man-

[M1086]

car and

guard-

on side-

list with

on plans

Perspex

P.O. 2/-

Wick-

[M1132/R]

... easy

the 5355.

M1139/R

... selec-

on em-

on 6251.

M1109/B

... all

and

... and

THE MOTOR CYCLE

**Quality WHITE DUCK
ARMY PATROL TENTS
WITH FLY-SHEET
COST
FOR 15/-
DEPOSIT**

Then 12 monthly
payments of 21/9.

TENT PRICE 29/10/6. FLY-SHEET 2/- EXTRA. 8ft. 6in. long. 6ft. wide. 6ft. high. 3ft. walls approx. Genuine proofed white duck, absolutely brand new. Made 100% waterproof by the inclusion of the water-proofed White Duck Fly-Sheet at 2/- extra. Ready for speedy erection and complete with all poles, including the two poles for carrying val.

The cash price of 29/10/6 complete is ONLY A FRACTION OF ORIGINAL COST. Carriage 7/6. Rubberised ground sheet 47/6.

**GREAT CAMPING
OFFER**

**RIDGE
TENT
SENT
FOR 4/-**

BRAND NEW de luxe "Safety" Tent. All colours. Complete. Ideal Cyclists, Campers. Length 7ft. 3in. sleeping base x 4ft. 6in. wide x 3ft. 6in. high x 13in. walls, all approx. Weight 23lb. Cash 55/- in 4/- deposit and 9 monthly payments of 6/-, 1st of 2/6. WITH FLY-SHEET 83/6 or 9/3 deposit and 8 monthly payments of 9/6, 1st of 4/6. Both carriage 2/6.

**NEW & UN-USED
EX.W.D. MATERIAL
KAPOK FILLED
SLEEPING BAG
ONLY 19/11
POST ETC. 2/2**

This is made from genuine Government material, beware of spurious imitations. A super bargain to advertise our Bumper Camping Outfit. Size 8ft. 6in. x 2ft. 1in. Poids up neatly for easy carrying. Quilted, filled with luxurious Kapok—no imitation filling, the real Government quality. Send quickly—the price is miles below even the making price. Only 19/11, post etc. 2/2. LIFTS, TENTS, MARQUEES, SLEEPING BAGS, BINOCULARS, TELESCOPES, ETC.

**GREAT HALF PRICE OFFER!
Matahari
FOLDING
CAMP BEDS
CASH PRICE 27/6**

**MAKES CAMPING
HOLIDAYS A JOY!**

BRAND NEW. These famous lightweight tremendously strong beds are to practically nothing in size for dead easy transport. Full 6ft. length and normal width. This camp bed represents the finest in design and workmanship ever seen. Has the proper weight of 12lb. Made of lightweight natural sprung steel. Will last for years and is also ideal as occasional beds for visitors. Makes up like a divan. Cash 27/6, post 3/6, 3 for 89/6 including post.

FREE LISTS OF OTHER CAMPING EQUIPMENT, SLEEPING BAGS, TENTS, MARQUEES, WATCHES, RINGS, JEWELLERY etc. State catalogue required.

**SOLID LEATHER
BLACK ARMY
DESPATCH RIDERS
BOOTS
ONLY 25/-**

POST ETC. 3/-

BRADY. 25/- only, plus 3/- post, and handle this book free on 7 days' approval. The cash price plus return postage will be instantly refunded if you do not find them worth 25/- at least. Take them to your boot dealer for independent valuation. Full chrome leather of the finest quality, calf length. The soles and heels are of the finest HEAVY LEATHER you have ever seen, own, pegged and riveted. By best makers in country, every pair having a leather label with the name of the maker. Ideal for Cyclists, Outdoor Workers, Farmers, Riding, Fishing etc. Ideal Jackboot. Sizes 5 to 13. **E.A.F. KAPOK Flying Suits.** Sizes 32 to 40 21/- post 2/6, 42 to 46 5/- extra. **SEND FOR FREE ILLUSTRATED LISTS OF CLOTHING, WATCHES, TENTS, MARQUEES, SLEEPING BAGS, TELESCOPES, BINOCULARS, etc. TERMS.**

HEADQUARTER & GENERAL SUPPLIES LTD.
(Dept. MC/5) 196/200 Oldham Lane,
Lancaster, Lancashire, S.E.5. Open Sat. Wed. 1 p.m.

DUAL SEATS AND COVERS

To fit most seats, black or clear, 6/-: Tartan, blue or red, 8/-; Vynide, 23/9; genuine B.S. or Duallite, 31/9; state year and make of seat. —Craze Bros., 473, Christchurch Rd., Bournemouth. [0225/R]

ENAMELLING, PLATING AND POLISHING

RELECTORS resilvered (1/3 per inch diameter plus postage), prompt service; also chromium cadmium. —Gloucester Plating Co., Ltd., Eastern Ave., Gloucester. [0259/R]

HHEADLAMP reflectors replated in pure silver, amateuring brilliance, one-day service, 6/- each; bulbs, 3/- each; state type; send P.O.—R. Packer, 169, Hotwell Rd., Bristol. [0546/R]

ENGINES

PERCE RYE.—All makes of engines in stock.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

CR Record, 1940-5 Triumph 350 sv, £14/10; carriage extra; tons of spares for all the preceding.—Claude Rye, 895-921, Fulham Rd., London, S.W.6. Renown 6174.

JA.P. 600cc side-valve engines, new, exacting as received from the makers, Lucas, Magdyno, Amal carburettors, crush drive sprocket; £25 each for quick sale.—Pashley, Ltd., 140, Chester St., Aston, Birmingham. [0260/R]

EXPORT

PRIDE & CLARKE.—Everything for motor cyclists; quotation by return.—Stockwell Rd., S.W.9. Brixton 6251.

CLAUDE RYE (EXPORT), Ltd.—Motor Cycle accessories, clothing, ex-W.D. surplus, largest stocks in the world; Harley-Davidson and Indian spares at knock-out prices; write for lists.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

GEARS, ETC.

PERCE RYE.—Most makes of boxes in stock.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

ERIC KENNARD & Co., Albion and Burman stockists, 19—21, Grosvenor Rd., N.3 Finchley 3569. [0393/R]

CLAUDE RYE.—Stockists of Albions, B.S.A., Burman, Norton and Triumph gear box spares.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

RAPIDS.—£10.000 Burman spares in stock. 1926-1958; R exchange boxes and clutch plates.—269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [M1162/R]

BURMAN spares, complete range; over-the-counter or by per return postal service.—Glanfield Lawrence (London), 407. High Rd., North Finchley, N.12 Tel. Finchley 0091. [M1044/R]

GLASS FIBRE

FOR glass fibre materials, or experimental and repair kits from B. 12/6. p.p. 1/3; write.—Payne & Payne Ltd., 6-10, Priory Mews, S.W.8. [7953]

HIRE PURCHASE

HIRE purchase finance for private transactions; existing accounts settled; also finance to established dealers; attractive terms, prompt settlements.—Legal Finance Co., Ltd., 3, Marlborough Place, Brighton, 22115. [7947]

HIRE purchase for private sales arranged promptly on post-war motor-cycles, scooters and cars; moderate charges, low interest rates; existing accounts settled.—Triad Motors, 3, Fulham High St., S.W.6. Renown 5759. [M0088]

HOODS, SCREENS AND MUFFS

PERSPEX cut to size; Cobex, Vrybok and celluloid sheet for screens; largest stocks; lowest prices: hours 8.30-5.30, Sat. 1 p.m.—Bly's Plastics, Rear 370, Upper St., "Angel," London, N.1. Can 5242. [0666/R]

PERSPEX, all thicknesses, for wind and side screen; cut to specification; delivery by return.—R. Denny & Co., Ltd., 13 & 15, Netherwood Rd., London, W.14. Shepherds Bush 1426-5152. [0311/R]

CLAUDE RYE, Ltd.—Hood material, heavy double-texture waterproof twill, 72in. wide, 19/6 per yd. post 1/- per yd; green leather cloth, heavy quality. 50in. wide, ideal for sidecar hoods. 7/6 yd. post and pks. 1/6 yd.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

IGNITION AND LIGHTING

PRIDE & CLARKE.—Lucas, Miller, Wico and Villiers ignition spares and repairs; quotations by return; send for lists.—Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

BRADY'S IGNITION SERVICE repair all makes in 48 hours; guaranteed 12 months; dynamos exchanged from 40/-; magnetos from 50/-; maddynos from 80/-, 8, Gascoigne Rd., Addington, Croydon. [0481/R]

COMERFORDS.—Continental and English electric equipment, including Bosch, Morris, Hella, Siba, Lucas and Wipac; trade and retail.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531. [M1006]

CLAUDE RYE, Ltd., guaranteed repairs and reconditioning of all makes of magnetos and dynamos; most units reconditioned ready for exchange, also all spares in stock for Lucas, Miller, Wico-Pacy and Villiers; quotations by return.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

GLANFIELD
LAWRENCE

GASKETS

CHAINS

Huge stock. Renolds. State year, model, make of machine, when ordering.

TYRES

All the best makes stocked.

Corgi

12 1/2 x 2 1/2 £1/7/9

275 x 19 £3/4/7

325 x 19 £4/1/3

350 x 19 £4/14/0

PLUGS

All types for touring or racing from 5/-, Lodge, K.L.G., etc. Wico Pacy 3/6.

ELECTRICAL

Lucas B.90 Factory Exchange Service—Exchange Dynamo Regulators, £1/15/- Magneto £4/8/- Horns £1/12/6.

BATTERIES

6 volt, finest quality, heavy duty 5 or 7 plate, 3 cell, charged 27/6 or 31/6. Lucas from £2/7/2. Varley £2/7/3, chgd.

FAIRINGS AND WINDSCREENS

Genuine Avon £8/6/11, Golden Eagle scooter screen 107/-, Unicorn 83/-, Golden Peacock 107/-, Phoenix standard 56/6. Give details of machine when ordering.

RIDING CLOTHING, MOTORCYCLE, SCOOTER

BELSTAFF—
"Black Prince" PVC suit in Black, Turquoise and Booth Green £4/9/6.

Jacket only £4/2/6.
Trousers only £2/12/6.

state size when ordering.



Glanfield Lawrence's Spares and Accessories Departments are in keeping with the reputation of a firm which is "Known Nationally" as one of the largest retailers of new and used Motorcycles, Scooters, Three-Wheelers and Cars in the Country. Write, 'phone or call for immediate attention. Quotation by return. Postage and Packing extra.

LONDON

FINCHLEY 407-419 High Rd., N.12 (0091) 28-32 Highbury Cn., N.5 (0091) 2791

CARDIFF 2-10 City Rd. (Cardiff 20531)

BRISTOL 47-53 Bath Rd. (Bristol 78001)

PORTSMOUTH 147 Fratton Rd. (Portsmouth 74202)

SWANSEA 20 Rutland St. (Swansea 50311)

For Comfort & Improved Appearance



★ Superbly made in Matching Colours.
★ Laminated Fibre Glass. ★ Fits 6' & 7'
★ Headlamps. ★ Fitted in ten minutes.
From All leading Motor Cycle Agents.
A.M.L. Birmingham 17, Wholesale only.

100%

BSA
SERVICE

CONSULT THE B.S.A. SPECIALISTS

next time you want spares or exchange replacement service units for your B.S.A. OUR LARGE COMPREHENSIVE STOCK includes LUCAS, AMAL and WICO-PACY spares.
Phone & Mail Orders despatched same day.

J. K. HIRST
41, WAKEFIELD RD.
BRADFORD YORKS

TEL: 22543

PANKHURST
OF HAMMERSMITH
For Your **Zundapp**
314 KING STREET, W.6.
Phone: RIVerside 1401

INVINCIBLE
POLICIES LTD.

MOTOR CYCLE INSURANCE
Policies for 2, 3, 4, 6 or 12 months

Immediate Cover from branches at: Birmingham, Blackpool, Bristol, Canterbury, Cardiff, Coventry, Croydon, Derby, Hull, Kingston-on-Thames, Leatherhead, Leeds, Leicester, Liverpool, Manchester, Newcastle, Nottingham, Plymouth, Portsmouth, Romford, Southampton, Swansea, Watford, Wolverhampton.

INVINCIBLE POLICIES LTD.
1 Whittington Ave., London, E.C.4. MANSION Hse 2961

INSURANCE

TAYLOR MATTISON, Ltd.

IMMEDIATE cover; special comprehensive rates for 500cc upwards; lowest rates for young drivers, old machines and cars, state age and if experienced.—74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [0611/R]

INVINCIBLE.—Premiums by instalments.

INVINCIBLE.—Policies for 2, 3, 6 or 12 months.

INVINCIBLE.—Immediate bonus up to 25%.

INVINCIBLE.—Immediate cover from:—

INVINCIBLE POLICIES, Ltd., 7, Whittington Ave., London, E.C.3. Tel. MANSION HOUSE 2961. [0031/R]

PERCE RYE.—Insurance by instalments; cover rate on the spot.—495, Fulham Rd., S.W.6. [M1199/R]

BRACKPOOLS.—Low rates, immed. cover, sh. pds. terms easy pds.; a.s.e.—228, Stansted Rd., S.E.23. Forest Hill 2585.

COMPREHENSIVE cover from £5/19/2, third party £2/6/11, immed. cover 50%, balance by instalments.—Kittysmore, Sutton, Surrey. [0154/R]

CLAUDE RYE, Ltd. the motor cycle people, cover on the spot competitive rates.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

WHITBYS OF ACTON, Ltd.—Keenest rates, immediate issue of cover notes; let us quote you! 273, Acton Vale, London, W.3. Shepherds Bush 555-6.

COMPETITIVE quotations for riders and machines of all ages.—Charles L. Jones & Co., 32, Upper Maudlin St., Bristol. Tel. 22717, and 119, Dale End, Birmingham, 4. [0232/R]

DEFENCE, Ltd.—Lowest first payment, longest deferred terms, cover on demand or by return post, prompt service.—722, Barking Rd., Plaistow, London, E.13. Grangewood 6089. [0160/R]

METROPOLITAN INSURANCE BROKERS, Ltd. select the best and cheapest terms from all the different insurance companies and Lloyd's to suit your own particular needs; quotations by return.—6 Lloyd's Ave., E.C.3. Royal 8056. [0160/R]

LOWEST rates for motor cycle of any make or age prompt cover, attractive terms for learners and young drivers, maximum no. of points possible. Met (Brokers), Ltd., 217, Westminster Bridge Rd., London, S.E.1. (opp. County Hall) Waterloo 6075. [0124/R]

MUTUAL AID

PERCE RYE.—Dismantling all types of m.c.s.—495, Fulham Rd., S.W.6. Fulham 5645. [M1199/R]

WESTERN SPARES, Ltd.—Motor cycles of all ages being dismantled weekly; all parts available.—Write 16, East Hill, Plymouth. Tel. 68599. [0075]

CAREFULLY dismantled, large range of second-hand motor cycle spares in stock; tele. 475, engines, gearboxes, wheels, magnetos, dynamos, etc., etc.—STOP searching; contact L. Levenson, 212, Wood St., Walthamstow, London, E.17. Prompt attention. Write, call or Tel. Coppermill 1087. [M1063]

NUMBER PLATES

PRIDE & CLARKE, Ltd., high-grade embossed alloy, 14/6 complete set, post 1/6.—158, Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

CLAUDE RYE, Ltd.—Front number plates, black enamelled 1/3 each, rear 3/4 each, post 1/3; rear number plates with reflector, 4/6 each, post 1/3; transfers, 1 set, 1/6; aluminium number plates, rear and polished, 17/6 each, post 1/6; 24-hr. service, no c.o.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

PARTS AND ACCESSORIES

A GAGG & SONS, Nottingham.

CATER for the good old faithfus just as well as the 1958 models; stands to common sense everyone cannot have their dream model, therefore let Gagg & Sons help you with all their spares & repairs for; all we ask is that label on them, will pattern same, and return c.o.; let us know if we are to send new, failing no second-hand; for our stock of brand new one of the largest in the country; also overhauls to engines, gear boxes, magdynos, re-build wheels; exchange speedometer service. £1.5 and your old speedometer head.

NOTE addresses.—A. Gagg & Sons, 111-117, Alfreton Rd., Nottingham. Tel. 76288. [M1043]

WHITBYS.—CATER for the good old faithfus just as well as the 1958 models; stands to common sense everyone cannot have their dream model, therefore let Gagg & Sons help you with all their spares & repairs for; all we ask is that label on them, will pattern same, and return c.o.; let us know if we are to send new, failing no second-hand; for our stock of brand new one of the largest in the country; also overhauls to engines, gear boxes, magdynos, re-build wheels; exchange speedometer service. £1.5 and your old speedometer head.

NOTE addresses.—A. Gagg & Sons, 111-117, Alfreton Rd., Nottingham. Tel. 76288. [M1043]

GOODALLS OF EPSOM.—Spares and accessories for all popular makes of motor cycles, tyres, clothing, insurance, etc.

HOURS 8.30 to 6.30 p.m.

55, South St., Epsom. [M1051/R]

GIFFS OF SOUTH HARROW for spares, repairs, accessories, etc.; everything for the motor cyclist.—368, Northolt Rd., South Harrow. Byron 2484. [M1053/R]

NEW TYRES

Sizes up to 3.25 x 19

5/-
DOWN

and 5/- weekly



Don't take risks.

Replace those

worn tyres.

Now! New

tyres are safer.

And a new tube

(1/- down

and weekly).

Please state second choice of make Dunlop, Firestone, Michelin, Goodyear. We send anywhere. For quick delivery just send 5/- down, state size and type, give your age and PRINT your name and address.

(We also sell ALL other sizes on easy terms. For quickness write NOW enclosing a deposit.)

G. A. TYRES
(M4U), 42 GT. CAMBRIDGE ROAD, LONDON, N.17

THE IDEAL SUMMER HOLIDAY FOR THOSE WHO WANT SOMETHING DIFFERENT

At:—PLACE MANOR

The Holiday Centre of the lovely Roseland Sub-Tropical Riviera. A complete Private Holiday Resort. Within easy reach of our own five Safe Sandy Bathing Beaches, nearest round the corner from the bottom of the Garden. 10 per cent warmer than any other part of England all the year round. Away from all the rush and bustle of modern life. No dressing up, good companionship, the best of food, comfortable beds. Open all the year round. Terms from £5 5s. per week all found. Write for Illustrated Brochure to:

D. Harie, Place Manor, St. Anthony-in-Roseland, Portscatho, Truro. Phone: Portscatho 256. Enclose large stamped addressed envelope.

ON THE GLORIOUS CORNISH COAST

RON MCKENZIE
200 Motorcycles, Scooters & 3-Wheelers & Cars

SERVICE • SPARES
ACCESSORIES

CLOSE 8 p.m. WIDELY 6 p.m. SATS. 8 p.m. SUN.
961, Chester Road, Stretford,
Manchester. Tel. LONGFORD 2100

THE LUXOR 14
IMPROVED MODEL
SAFETY GLASS GOGGLES

Fitted with your prescription lenses
(thin or clear)

POST FREE
110/-
Without Prescription
lenses £2 15 0

NEW TYRES

5/- DOWN &
5/- WEEKLY

for sizes up to 24

We are one of the largest credit sale tyre suppliers. On our easy terms you can replace those worn tyres now. New tyres are safer than any other tyres. All popular makes and sizes supplied. Deposit varies a little according to size. A new tube adds only 1/- down and weekly. For quickness in an emergency, write now, enclosing 5/- to 10/- deposit. No delay for formalities, all orders dealt with per return. The extra cost is less than 50/- for 13 weekly payments. State make, size, type and second choice of make and PRINT your name and address. You can order in confidence from:



TYRES (M6U)
42 GT. CAMBRIDGE RD.,
LONDON, N.17.

T. C. MUNDAY & CO. LTD.
THE SIDECAR SPECIALISTS

We have a good stock of Secondhand Sidecars, all complete and fitted FREE, Springer or Rigid (CALLERS ONLY)

A wonderful stock of New Sidecars including WATSONIAN, SWALLOW, CANTERBURY, GARRARD, WESSEX, STREAMLINE, RAVEN & BLACKNELL. Exchanges. H.P. ½ Deposit.

An outfit with a "MUNDAY-FITTED SIDE-CAR" is a "JOY TO DRIVE"

9-6.30 daily. Closed Sundays.

124 Dalberg Rd., Brixton, S.W.2

Phone: Brixton 5365.
Junction of Effra Parade, Water Lane & Dulwich Rd.

FRED FEARNLEY LTD

LONDON
772 LEA BRIDGE ROAD, LEYTON, E.17
MANCHESTER
892/4 ASHTON OLD ROAD, OPENSHAW, 11

Ex-Officers type ZIP-FITTED SLEEPING BAGS 30/-
Luxuriously filled and quilted Envelope Headrest. Tie Tapes. Not Plastic. No groundsheet required. 38'6 P. & P. 2.6.

TENTS 39'6
Post & Pkg. 2.6. White Wax-proofed material complete with poles, metal pegs and guy lines etc. 6ft. long 4ft. wide. 3ft. high. Gin. walls. Weight 3lb. 3lb. 6oz.
Money refund guarantee. C.O.D. 1/6 extra.
Near Marble Arch. Personal Shoppers Welcome

MILLETT'S 855, OXFORD STREET, LONDON, W.1
A. C. Millett & Co. MAY 5167

THE MOTOR CYCLE

REPAIRS

TRIUMPH repairs by Harvey's ensure a first-class job, accident work collected, estimated and repaired in half the time.—Harvey's, 47, South Lambeth Rd., S.W.8. Tel. 686-1006. [M1062/R]

WHEELS repaired, rebuilt, chrome rims and rustless spokes fitted, trade enquiries welcomed.—Hargreaves, Ltd. (incorporating Stevens & Co.), 109, London Rd., Manchester, 1. Ard. 1006. [M1124/R]

A. E. OLIVER, late chief frame builder to Brough Superior; all makes frame, fork, wheel, chassis repairs and swinging arm conversion; tele forks and crash work a speciality; trade enquiries invited.—45-45, Alfreton Rd., Nottingham. Tel. 72065. [0601/R]

GODPREYS, Ltd., have extensive works capable of repairing all makes of motor cycles. Following depots: 1a, Highgate Rd., Kentish Town, N.W.5. Tel. Gul. 7761; 226-234, London Rd., Croydon. Cro. 3641-2, and 616, Romford Rd., Forest Gate, E.7. Gra. 1234-5. [M1052/R]

J. A. LOCK of EDMONTON for your insurance repairs; carriage arranged and estimate issued same day, minimum delay in completion; specialists in telefork repairs; our large workshop open for inspection.—J. A. Lock, Ltd., 33, First Ave., Montagu Rd., Edmonton, N.18. Tel. Edmonton 5435. [M1177/R]

NAYLOR & ROOT, Ltd., offer the finest motor cycle, scooter and three-wheeler repair service, including overhauls, general work and repairs, and special service collection arranged; promote efficient service. Sunbeam repairs and overhauls our speciality; call, write or telephone for the best in the business at 26B, Tooting High St., S.W.17. Balham 1081-2. [M1089]

SILENCERS AND EXHAUST PIPE

BLAYS of TWICKENHAM, Ltd., for exhaust pipes and motor cycle spares.—192, Heath Rd., Twickenham. [0368/R]

CLAUDE RYE, Ltd., silencers and exhaust pipes; largest stock in England; write for list or quotation of type required; trade supplied.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

SPEEDOMETERS

CLAUDE RYE, Ltd.—All types of speedometers and accessories in stock; exchanges; send s.a.e. for quote.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

"SMITH" Chronometric type, repaired 33/-, exchange unit 39 6. flexible drives for all makes stocked, trade and retail—Auto Tempo Meter Co., 140-2, Kings Cross Rd., London, W.C.1. Terminus 0633. [M1105/R]

TANKS, ETC

PERCE RYE—Petrol tanks; tanks repaired and resprayed.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

CLAUDE RYE, Ltd.—Your tanks resprayed maker's colours. s.a.e. for quote.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

MALCOLMS tank specialists—42/10 store enamel, lining and linings originally guaranteed for tank reconditioning, 1,000 service tanks.—Malcolms (Enamellers), Monmore Green, Wolverhampton. [0175-R]

PETROL tanks, repairs dents removed, chromium plating, enamelling and lining to original finish; 500 reconditioned pressure-tested tanks in stock for immediate exchange for most post-war models; tank packing, tank top the bike, we loan tanks to hard riders; transfers 2/3 pair, post free, write for free enamelling lists.

JACK NICE, 129, Grove Rd., Walthamstow, E.17. Coppermill 1920; close to Baker's Arms. [0575/R]

TECHNICAL TRAINING

A.M.I.M.I. City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms, over 90% success; for details of exams, and courses in all branches of auto, aero, mechanical eng., etc., write for 144-page handbook free—B.I.E.T. (Dept. 729), 29, Wright's Lane, London, W.8. [0140/R]

TRANSFERS

CLAUDE RYE, Ltd.—Tank transfers, most makes in stock 2/6 pr. post 4d. number plate transfers 2/6 post, post 4d. Union Jack 4x3in, 2/6 pr. post 4d; fixing solution with instructions. 1/6, post 4d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

WATERPROOF COVERS

SHAPED solo covers, brand new ex-Government, in 100z green, rot, water and tearproof cotton duck, fitted with red rear reflector, will completely cover largest machine, price 25/- post 4d. C. Briggs, 88, Forest Road, London, E.17. Larkwood 2705. [0179/R]

WHEELS, TYRES AND TUBES

PRIDE & CLARKE—New and remould tyres; easy terms.—158, Stockwell Rd., S.W.19. Brixton 6251. [M1098/R]

PERCE RYE—Hundreds of S/H wheels. Open Monday 10-1.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

SPECIAL offer: safe and dependable motor cycle re-moulds from stock, indistinguishable from new; universal tread pattern. 32x10 50x19 350x19 60/-; carriage 2/6/- post on orders value £5 and above.

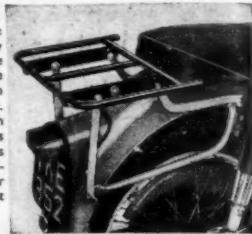
FERDIX RUBBER Co., Uxbridge Rd., Hillingdon, Middx. Tel. Uxbridge 5230. 5914. [0159]

WHEEL REPAIRS

ELEANOR MOTORS—Wheel repairs, rebuilt, trued. New rims, etc., 24-hour service.—265-9, Mare St., Hackney, E.8. Amherst 6134. 3923. [0247]

WIRE wheels repaired and rebuilt, stove enamelled; chrome plate, etc.—West London Repair Co., Ltd., 59, High St., Wimbledon 6316-7. [0153/R]

Utterly reliable and superbly finished, there is no substitute for the Craven Q.D. carrier. Available with precise fittings for 100 models the price is 4/- post paid or from best dealers.



CRAVEN EQUIPMENT
"EXCELLENCE THROUGH EXPERIENCE"
GLEDEN GROVE, LONDON, N.7
TEL: NORTH 5656-7

KEN BLAKEY

HIGHEST EXCHANGE ALLOWANCE

MOTORCYCLES—Jawa, Maico,

Puch, Panther,
Greeves, Dot, Cotton

SCOOTERS—Maico, Prior,

Puch, Terrot,
Jawa, T.W.N., Piatti

58 ANLABY ROAD, HULL
TEL: 16420

FOR SERVICE & SATISFACTION

E. S.
LONGSTAFF
LTD.
103 HIGH ROAD, SOUTH WOODFORD,
and 63 NEW ROAD, EDMONTON, N.9.
HUC 4369
EDM 6163

DANS
DANS
DANS
for SPARES
& ACCESSORIES
of SHEFFIELD
DAN BRADBURY (MOTOR CYCLES) LTD.
224-230 LONDON ROAD, SHEFFIELD 2 - Tel. 5346
AGENTS FOR ALL THE LEADING MAKES

TERRIFIC FINAL REDUCTION
GENUINE
NEW EX.W.D.
3/4 LENGTH OIL SKIN COATS
9'11 P&P 27

Absolutely unique tough weatherproof, less than £1 normal price. Fully lined with 100% SHEEP'S WOOL. SLEEVES. Smart lapel or high neck, snap fastener front, arm ventilation and wrap around belt. Offers complete protection against wind and rain, etc. Also a few overtrousers to match with adjustable 1/2 belt and cross over braces.

OVER 125 COLOURS. **COMPLETE SUIT** at 19/11. P. & P. 3/7 while stocks last. Small, medium or large. Money Refund Guarantee. Cash or C.O.D.

MAIL BARGAINS LTD.
(Dept. 20H) 11 SOHO SQUARE, LONDON, W.1

AGENCIES

PLASTICS company manufacturing a range of motor cycle accessories, requires sole distributor for Gt. Britain and export market.—Box 6872. [8036]

SITUATIONS VACANT

M ECHANICS wanted.

SPECIAL opportunities for reliable fitter; urgent.—George Gross, Ltd., Ludgate Circus, E.C.4. [0177]

MOTOR cycle mechanic; good wages offered.—Gifford's, Ltd., Basingstoke. [8034]

EXPERIENCED Storekeeper required, bonus scheme.—Albans Manager, Humming Bird Motor Cycles, St. Albans 54474. [C1045]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., require the following staff immediately for their store department:—

MOTOR cycle spares, accessories and clothing salesman, good experience essential.

STORES department stock records clerk; must have experience of class 1 class 2.

For application, Dept. Manager, Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32, Highbury Corner, N.5. [C1191]

THE MOTOR CYCLE

SITUATIONS VACANT

MOTOR cycle mechanics required for expanding motor cycle distributors; only fully skilled men required; top rates of pay for right men; congenital working conditions.—Gifford's, Camden Motor Cycles, Bell Close, Leighton Buzzard. [8032]

UNUSUAL opportunity presents itself for an experienced motor cycle mechanic or foreman to take complete charge of modern workshops to deal with guarantee, service, etc.; ability to work on own initiative; good presentation to customers, and above all a sound general knowledge of motor cycles, scooters and trailers will be required; very high rates of wages will be offered to suitable applicants; this vacancy is within 30 miles of London.—Apply Box 6864. [8033]

MINISTRY of Transport and Civil Aviation.—Driving and traffic examiners; pensionable posts mainly in northern and eastern England, Midlands, and Scotland for men and women aged 30-55 on 17.5s. and 18.5s. per diem and rates of pay, including driving different types of vehicles, including motor cycles, detailed knowledge of Highway Code and ability to write clear and accurate reports; special driving test necessary. National salary scale (men): £640-£739, promotion prospects. Write Civil Service Commission, Burlington Odins, London, W.1. for application form quoting No. 182/58. Closing date 15th July, 1958. [8050]

SITUATIONS VACANT

S PARES counter assistants required, permanent situations, good salary, bonus, pension scheme, part-time applicants considered.—Apply Secretary, Claude Rye, Ltd., 899, Fulham Rd., S.W.6. [M1105]

ERIC OLIVER MOTORCYCLES, Ltd., require fully experienced motor cycle salesman, over 30; salary and commission.—Apply by letter in strict confidence, with full details of present and past experience, to Eric Oliver, 93, London Rd., Staines, Middlesex. [7782]

AUTOMOBILE engineer, with flair for writing, for additional staff of "Motor Transport" and "Bus & Coach." The ideal man—young, enterprising and ambitious, familiar with current goods and passenger vehicle design, including diesel engines, and will preferably have worked in a road transport fleet engineering department; good salary and prospects.—Write in confidence to Philip Edwards, Editor, "Motor Transport," Dorset House, Stamford St., London, S.E.1. [8049]

SITUATIONS WANTED

MOTOR cycle executive available shortly with 20 years' practical experience and considerable knowledge of motor car trade, seeks managerial appointment; highest references.—Box 6873. [8040]

Stadium
THE LARGEST MANUFACTURERS OF GOGGLES



The Mark 9 represents perfection in goggle design.

27/6

Write for Leaflets to :
STADIUM LTD. - 38-39 QUEENSWAY - PONDERS END - MIDDX.

Patents pending
Reg. Designs



SEE IT
AT YOUR
DEALERS
NOW!

PRICE
£8.8.0

The
TRADE MARK
FERIDAX
Streamlined FAIRING

- Better penetration
- Better material
- Better finish
- Better weather-shielding
- Lighter weight
- Easier fitting

For fully descriptive leaflet write to:
FERIDAX (1957) LTD., FREDERICK ST., BIRMINGHAM 1

better fit

WIPAC

... it has

WIPACITY

the capacity for longer life, exceptional performance and the highest standard of workmanship.

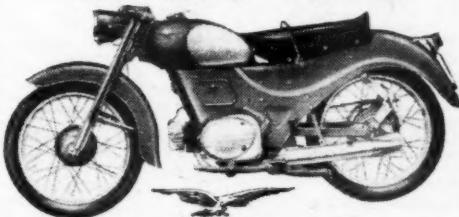


GRAVITY FEED FILTER

11/-
Kit with Flexlin's & adaptors
17.6

Obtainable through your Dealer and Halfords Branches.
THE WIPAC GROUP - BLETCHLEY - ENGLAND

In the lead



MOTO GUZZI

Zigolo 98 c.c. SPORTS

£109.19.6 inc. P.T.

ANOTHER
**MOTO
GUZZI**
'Iodola'
175 c.c.
£199.19.6 inc. P.T.
See your local dealer
or write now for
details.
Sales & Service
Agents throughout
the country.

The stylish Zigolo—from Italy's greatest motor cycle factory—has a truly amazing performance, equal to that of much bigger machines. Exceptionally reliable, with economical running costs and small insurance premiums, the low priced Zigolo gives you more for your money. Acclaimed by the experts, this machine is the finest value on the roads today.

MOTOR IMPORTS COMPANY LTD.

158 STOCKWELL ROAD, LONDON, SW.9 Phone: Brixton 7807



TV 175

ambretta

Makers of
THE WORLD'S FINEST SCOOTERS

